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preview: 1956 foreign cars

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SPORTS CARS ILLUSTRATED

JANUARY 1956

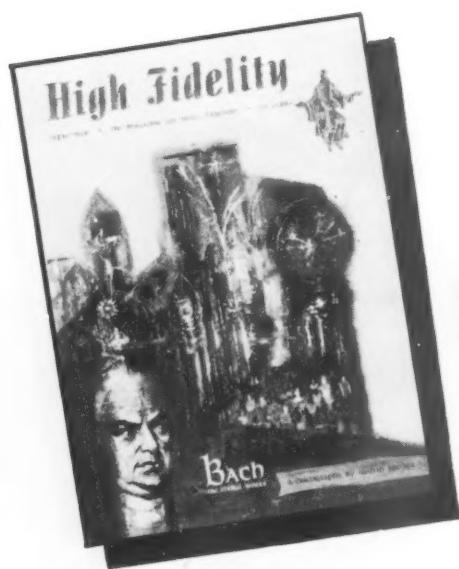
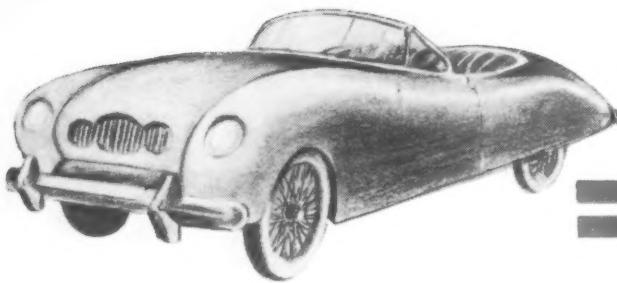
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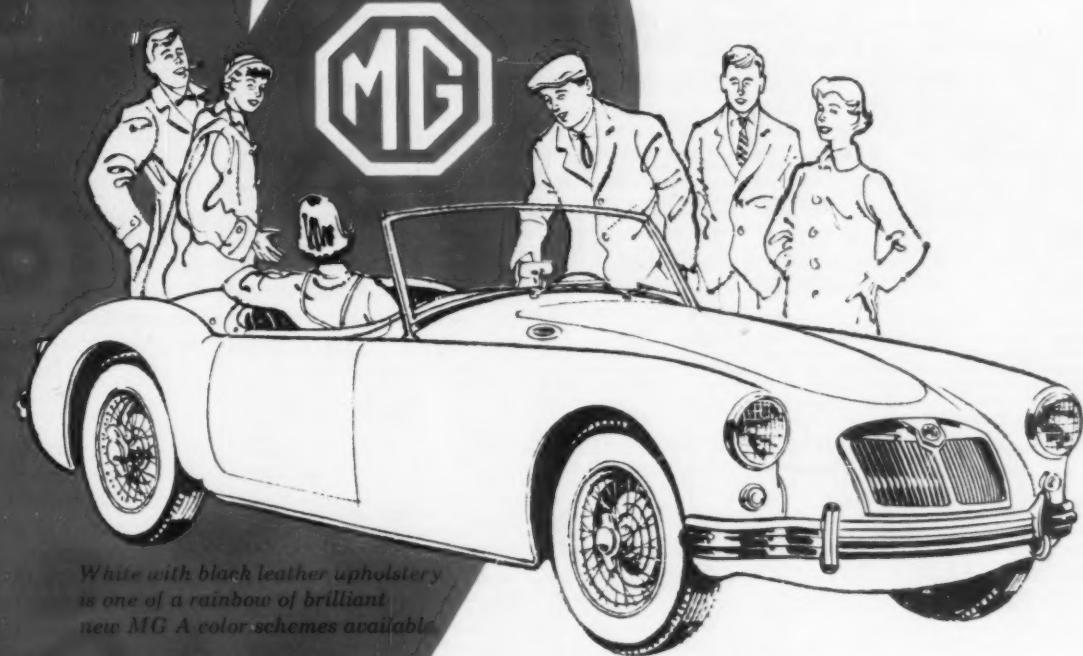
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letters

The Editor, SCI:

I bought your magazine by mistake — not noticing the word "Cars" in the title. And what a mistake it was. Instead of football and golf I found "dicing" and "rallying." And I found a magazine that seemed to be written for people who live in plush-lined garages.

Look, fellows, stop fighting it. Detroit is producing darned fine automobiles — better than anything put out by foreigners. It's only you chronic complainers, and must-be-different dilettantes who hate any product of their own country.

Keep your Jaguars and Austin-Healeys. I'll take my Cadillac El Dorado anytime.

James R. Alister
Chicago, Ill.

Really?

The Editor, SCI:

In your December issue I read your story about the fabulous Volkswagen. Certainly it's a fine little car. But can you bear to own one?

This is a car which was built on the blood and tears of millions of persecuted people. It was conceived by a demented dictator, financed by a blood-crazed populace and then reborn with the help of a victor who forgot too soon.

I say there are more important things than mere value per dollar. I have to live with my car.

Luther K. Laminole
Carmel, Calif.

The Editor, SCI:

Terrific. I'm so tired of reading about old races and seeing the same old routine photos of the cars speeding along that it was a thrill to turn to the December issue of your magazine and find really unusual coverage of Watkins Glen. Congratulations to you and to the photographer for fine, unusual reporting.

John K. Lafferty
New Haven, Conn.

Mr. Lafferty, meet Mr. Bliewell . . . The congratulations are due photographers Irv Dolin and Dan Rubin who shot the film.

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The Editor, SCI:

What a fabulous magazine!

I have been waiting for such a publication all my life.

Bob Jackinsen, age nine
Boston, Mass.

The Editor, SCI:

I opened your December issue hoping to find complete coverage of Watkins Glen. And instead I found pictures of people.

Here we had one of the last of the American road races and instead of printing exciting pictures of the cars in action, you print snapshots of people watching the cars.

You're a good magazine. But, don't go arty on us.

Jason Bliewell
Long Branch, N. J.

The Editor, SCI:

Congratulations.

You seem to have hit upon the combination long needed in the automotive field: coverage of foreign cars and sports cars in a positive way.

There's no need to deprecate Detroit cars in order to praise foreign ones. Everybody has a right to his own taste in autos as well as in other areas of preference. We who read your magazine find that many foreign cars answer our needs — aesthetically as well as practically. But, if the man around the corner likes chrome and bulk, let's not sneer.

Yours for a continued healthy approach.

James Cromers
New York, N. Y.

The Editor, SCI:

I hate the new MG. I think it was a terrible error. There are enough Detroit-type sports cars around without England following in their footsteps.

Please, Lord Nuffield, give us back the honest sports car look.

Mrs. Betty Calipher
Houston, Tex.

lab. notes

Pneumatic Suspension

Considerable interest has been aroused in engineering circles concerning Citroen's new pneumatic suspension system. Using liquid and gaseous media together, distinct advantages in damping, sealing and compactness are achieved. Although more complex than conventional systems and requiring far greater care during disassembly, the rate increase with deflection, and height is easily and automatically controlled.

Transmission of noise from the wheels to the body will of course be decreased in an air spring system.

Air Pressure Brakes for Small Vehicles

Designed for the small car, American Bendix Westinghouse in England has developed a new, two cylinder, reciprocating type compressor which can be self or engine lubricated. Air cooled and very quiet in operation, the first model is only seven and one half inches high.

Two spring loaded pistons located in the cylinder block make up the release valve system. The air pressure is set at 105 lbs., cutting in a governor at this point, opening both inlet valves so that air may be pumped from one cylinder to another without loading the compressor. The amount of air pressure is determined by a new Type E brake valve.

Available in many sizes to fit master brake cylinders now in use, these actuators are dirt proof and easily installed.

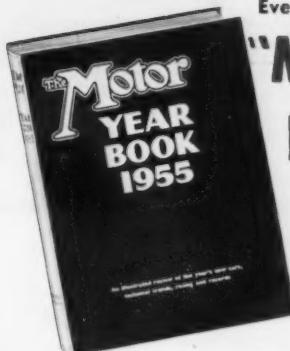
Prevention of Corrosion

A 20 page booklet published by the British Iron and Steel Research Association presents data gained in a 25 year experimental program to determine corrosive factors of steel in the atmosphere, in water and buried in the earth.

Procedure of the research was to observe results while (A) modifying the corrosive substance, (B) modifying the design of the equipment, (C) using different type of steels, (D) using protective coatings. Results of the research showed that there are few corrosive problems when the relative humidity of the air is less than 70%. Other factors are air pollution and contact with dissimilar metals.

Low alloy steels are more resistant to corrosion than mild steels. Exposure tests showed a 50% increase in corrosive resistance when .3% copper was added and 300% improvement when 1% chromium was added. #

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GLOSSARY OF TECHNICAL TERMS

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sports cars illustrated



Erwin Goldschmidt wheels the Allard for photographer Hy Peskin who shot this month's cover with a 4x5 Speed Graphic on Ektachrome film.

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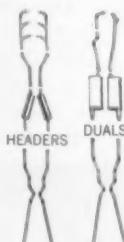
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70	10.8%	70	16.4%

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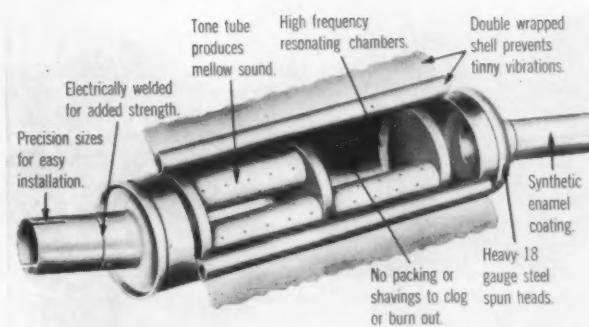


Illustration shows why Dynatone is a quality muffler.



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*an
SCI
report
from
Europe..*



Photos by Robert Mottar

Young couple begin their tour of the Grand Palais where the Paris show attracted all ages and varied types of interest.



THE NEW 1956 FOREIGN CARS

LIKE wandering through Paradise, the visitor to the Paris, London or Frankfort automotive show has all the splendors spread out before him and can select and eliminate from the wonders about him. On the floors of these huge exhibition halls Bentley stands near Volkswagen and Lancia near MG. Exhibitors must present the best of their line, because they don't know who is going to be in the stall nearby, and whether or not that comparison is going to be a favorable one. All this competition makes for a very favorable situation for the visitor who is always a potential buyer.

Unlike Paradise, there is a very earthy battle between manufacturers to put the highest performance and the lowest possible price before the visitor's view. These shows are a wonderful testing ground for the battle that will take place as '56's newest models start to be sold out of showrooms, and sales departments start noting what cars are in demand and what models need changing for next year.

Paradise has a slightly different look this year. Because of the need to sell to overseas markets, the European builders have begun to copy American styling. As the visitor wanders about, dreaming his dreams, he notices

two-tone colors on the usually conservative and staid English, French and German cars. The fierce and flashy grillwork, so adored by this country's majority, looms large in his fantasy, along with plushy interiors and general bulk.

Another new look is in the prices. European manufacturers excepting England, have always maintained a split between the upper priced and lower priced market. But 1956 sees the split grow even wider. The amazing success of the Volkswagen in this country has led a score of manufacturers to blossom forth with similar low priced, economically built and economically maintained family cars. Fiat and Renault among others are out to capture some of the market into which Volkswagen has taken such a deep bite.

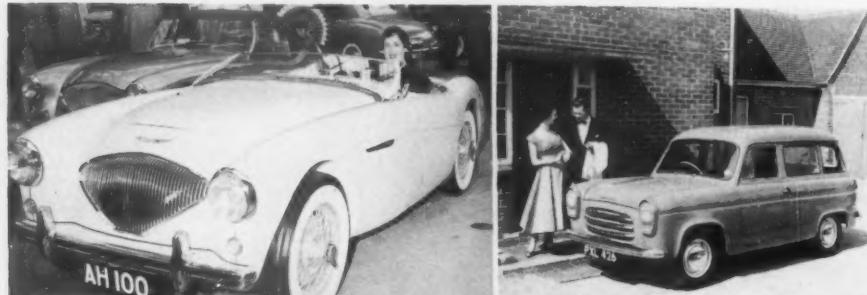
At the other end of the scale, above \$10,000, the salesman will demonstrate the bar in the rear, the hard top hood that folds back into the body, the receding headlamps, and the hand-rubbed wooden interior.

The heaven-on-earth that these shows provide during this season of new models, new designs, more horsepower, color and the like is remembered during the buying year to come.

The 1956 foreign cars are fulfilled dreams, spread out for the consumer's selection.



Austin-Healey 100 (below left) is basically unchanged except for a few needed modifications. Braking surface has been enlarged; steering given a bit more "beef", and suspension stiffened. One of the best values in the show at \$2995. Ford's new estate car, The Escort (below rt.) is a move toward the American type of station wagon now being produced by many European manufacturers. Available in a De Luxe version at \$2375 in New York.



New MG (left) has been completely redesigned bodywise and sports a bigger 1498cc engine. Undoubtedly the best sport car value at the show. \$2195.



Sunbeam "Rapier" is a complete departure from previous car produced by this famous British manufacturer. American color schemes will be available. Price not yet announced.

England's cars, as ever, rugged and in good taste

Ghia bodied XK-140 Jaguar (above, opposite page) was one of the cleanest designs of the show. Although many visitors wanted to place orders for this beautiful car a price was not available. Arnolt Bristol coupe, (below) a classic example of the sharp angular Bertone approach featured disappearing headlights and a price tag of \$5995.



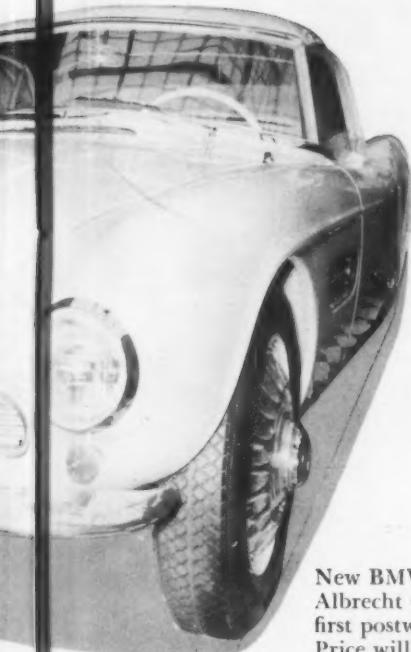


Germany's exhibit was notable for quality and ingenuity



Borgward "Isabella" coupe is one of Germany's most successful cars. Priced at \$2350 in New York the Isabella is a logical development of Borgward's well known sedan.





New BMW Sports car was designed by Albrecht Goerz and is this famous firm's first postwar sportscar effort. Price will be about \$6500 in Munich.



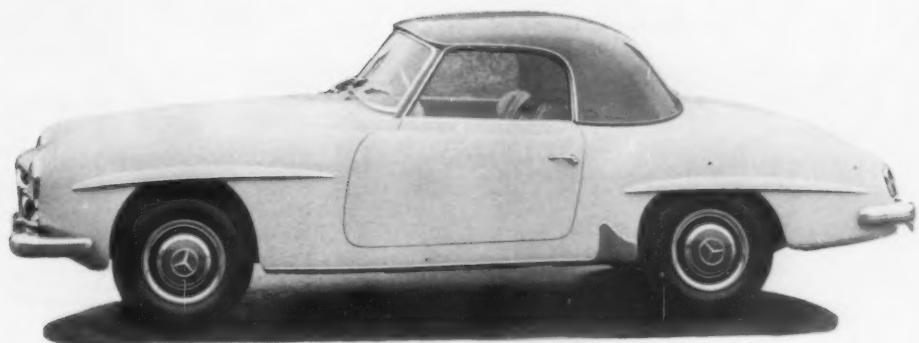
3 cylinder DKW is a four seater convertible capable of an 85 mph cruising speed at 35 mpg. \$1995 in New York.



Karmann-Ghia VW (upper left) will be produced at a rate of 1,000 a year and is the sport version of the now famous VW. BMW 503 (center) features vacuum servo braking and an automatic clutch plus a higher top speed than any previous BMW sedan. Opel's "Kapitan" is a \$3,100 car that is produced by the German division of the General Motors Company. Influence across the Atlantic is evident.



Germany represents extremes in design—the modern Porsche, the classic Mercedes, the colorful Taunus.



Mercedes-Benz 190SL on the right has a detachable hardtop, is base priced at \$3,998. Left, the Porsche Speedster is decorated by a pert Parisian. Price: \$2,995

Type 220 of the Mercedes-Benz line at the left sports a convertible top and detail finishing that justifies the price: \$4,588. At the Frankfort exhibit Mercedes displayed a one seater Grand Prix which proved a great attraction. Magnificent Mercedes quality remains uncompromised in spite of American influence.

New grill, more chrome, 1½ litres and 4 cylinder ohv are the features of new Ford Taunus.





Talbot Lago is France's most elegant car.

Powered by a six cylinder engine the "Lago" features tasteful, modern styling in France's "high Fashion" tradition.

France demonstrated its characteristically exquisite styling.



Citroen makes its first change in 22 years with the entirely new "DS-19". This front wheel drive model sells for \$2660 in Paris.





Facel Vega, French made and Chrysler powered will retail for \$6,515 in New York. It's 4470cc engine sports a 4 barrel carb. Lowest price car in the show was this "Mochet" selling for \$970 in Paris. Powered by a one cylinder 125cc engine the Mochet travels at 37 mph.



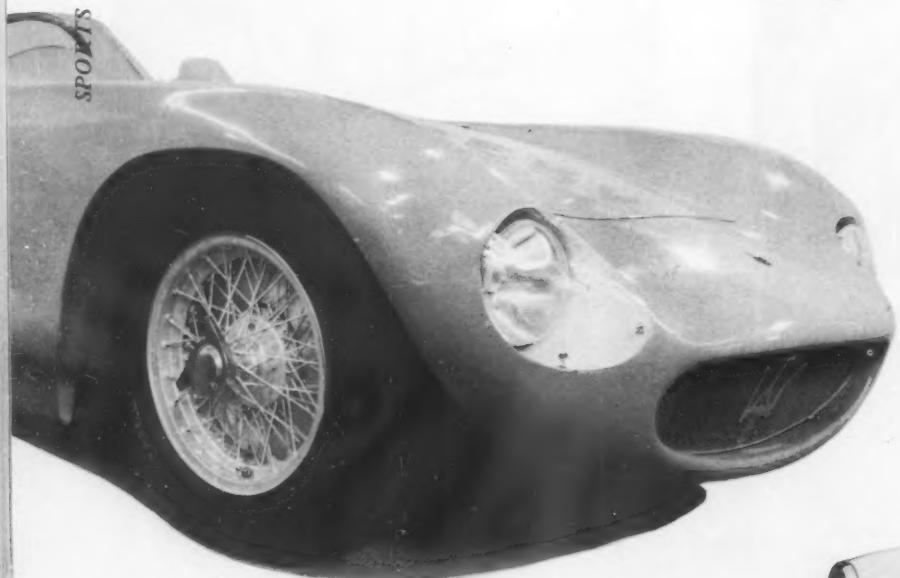
Arista "Passy" is powered by a modified 851cc Panhard engine, producing 42 hp at 5000 rpm. Plastic bodied, the Passy sells for \$3570 in Paris.



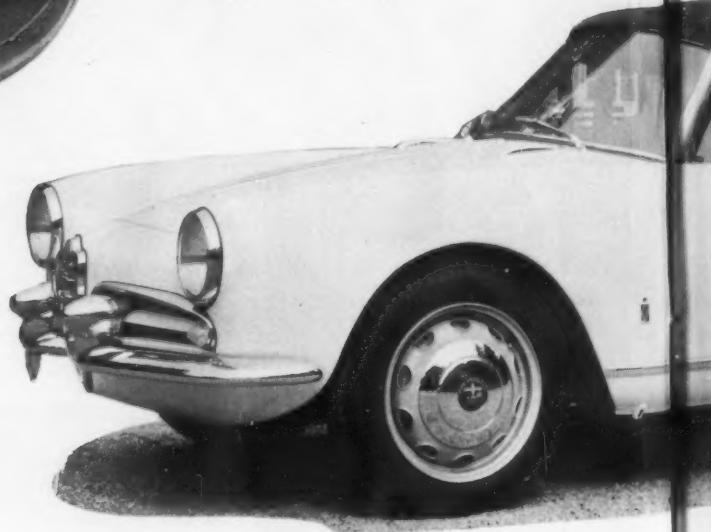
Plastic bodied "D-B De Luxe" sells for \$3000 in Paris. The car is made by the French firm "Deutch et Bonnet" and mounts a modified 750cc Panhard engine and MAG super-charger.



Italy—Still the World's pace center in creative designing.



Bursting forward, the Maserati racing design reminds viewers how competition has proved this marque's reliability.

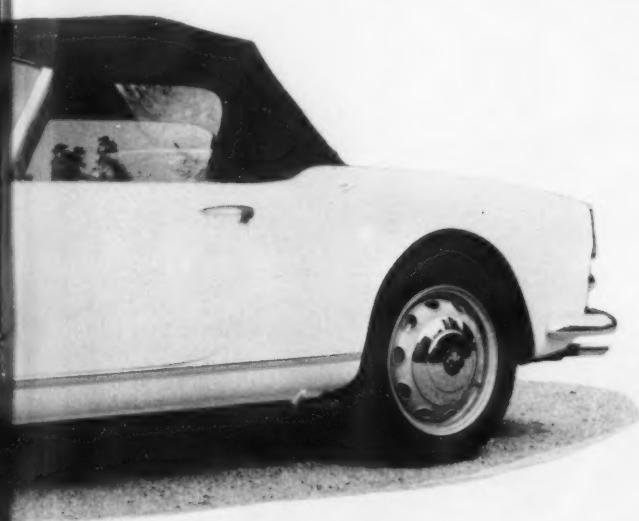


Looking like an American "hard top", this four door Lancia Aurelia retains the smooth overall effect that characterizes designer Pinin Farina. Price: \$5,375





Compact Fiat 600, is now produced at the rate of 1,050 per day, but a long waiting lists exists of those willing to pay \$945, delivered in Europe.

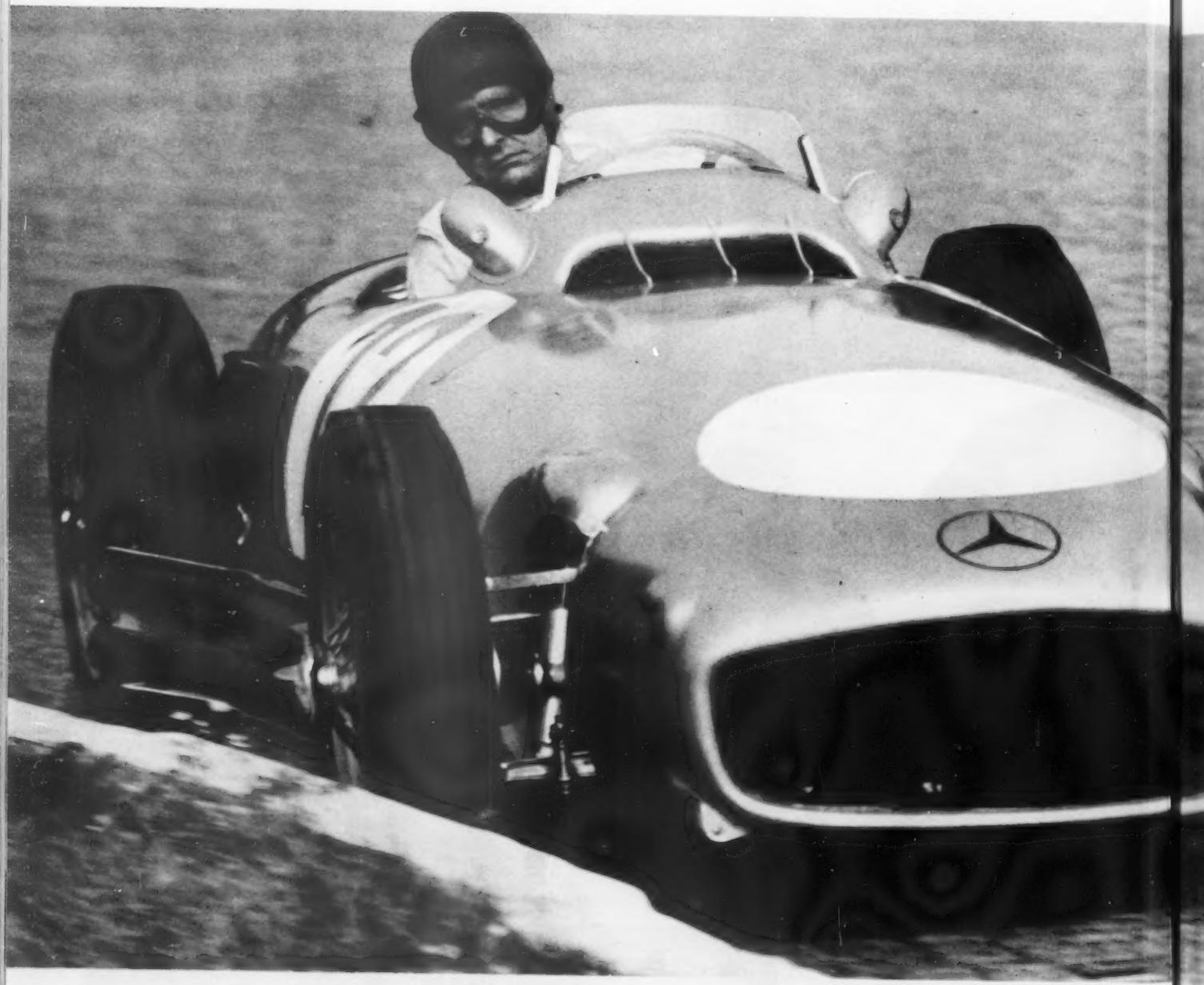


Alfa Romeo's Giulietta Sprint, designed for the American market, mounts a 1290cc engine and can hit a top speed of 100 mph. Price: \$3,090.

With a long day's viewing still ahead, a French couple spreads out a lunch, before continuing their tour of acres of cars.



#



PRELUDE TO COMP



PETITION

Before you can enter into competition with any hope of bringing home a trophy, careful preparation of both your car and yourself is necessary.

BY DAVE ASH

IN THE darker areas of your unconscious there may be a desire, clouded over by stop lights, policemen and oncoming traffic to race your car against the field. To give that desire expression in the light of day without breaking any laws or necks, the track is the logical choice. But to get there you will have to begin at the beginning. "Where is that? you might ask. We hope to tell you where to begin, and give you a push in the right direction.

First, the important thing is to choose a starting car to begin with. We will talk of the MG TF simply because the T series has been the most common beginning car and is a near perfect example. There are others that can be used as well, and some even choose to begin with really hot stuff, but this is obviously dangerous, and as a rule places serious roadblocks in the way of the new driver's learning.

In general, the car that you start racing with should be the car you drive every day. Before you turn the tap full on, you must know your car and its every whim intimately. Then your job is to learn to race the car. If you happen to live in a remote winding section of the country, and your next door neighbor is a knowledgeable racing driver, then you have no problem, but if this is not the case there are still ways to proceed.

Various clubs in the U.S. have set up contest boards and driving schools. The Sports Car Club of America is the largest with sixty different Regions and some 7000 members. There are others too—smaller groups, including the California Sports Car Club and the Washington, D. C. and N. Y. MG Car Clubs which have limited facilities. The best bet for most is the SCCA which has a national set up with national facilities. The SCCA maintains a headquarters on US Rt. 1 in Connecticut. Mail address is Box No. 508, Westport, Conn. Requests for membership information should be addressed to them.

Because no one can teach you driving technique in a magazine article, we will limit most of our tips to the things you have to do for yourself and your car to get ready to race. Naturally, you will want to rush off to drivers school as soon as you possibly can, and by all means do; it is vital, but before you go, there are some things to

set in order, because when you show up at drivers school, you and your car should be ready to race.

Select sensible driving clothes. Light shirt and trousers, cotton is fine. Shirt should be full sleeved unless you positively determine after trying that you prefer shorter sleeves. All garments should be snug at the wrists and ankles with elastic, buttons, snaps or drawstrings. Light driving coveralls are available, and are popular with many drivers. Get a light pair of shoes to drive in. Tennis shoes or sneakers are fine, although many drivers do use specially made leather or chamois shoes of soft, light, ankle high construction. Buy a high quality, light weight crash hat. There are many good helmets available of both foreign and domestic manufacture that will suit your needs. Also get a set of goggles or a visor that matches up properly with the helmet. Try a few of those used by other drivers, and get some opinions before you decide. Remember that the helmet should be as snug as possible without hurting after it has been on for awhile. And don't forget, the lighter the better.

Much controversy centers around the question of whether goggles are more useful than a visor or vice-versa. This writer-driver prefers the visor. It is difficult to get goggles to fit tightly without strapping them on so tight that the circulation around the face starts to be affected. Some drivers, however, still use them, so pick whichever suits you best. Gloves too, are argued about. In general, a soft chamois pair like those worn by the cycle boys are a help. On hot sweaty days they can be heaven sent, or if you catch a pebble thrown back in a turn, or on nippy days you will find, they are worth the price.

If you use sun glasses under the visor, make certain they are of high quality or the distortion can drive you "looney." It's a good idea to use a pair of "gym" socks of wool or part wool weave, too. You will be surprised to note that your feet will perspire rather heavily.

In preparing your car, start with the seating position. Sit well back so that you can drive with shoulder pressure and still be able to swing the wheel easily. If in so doing you find your feet a bit short, bolt little aluminum or wooden blocks to the pedals. (This is rarely required however.) All cockpits have a large number of sharp brackets or knobs which can bruise your knees and elbows painfully. Either tape sponge rubber over them or buy knee guards,

both methods work fine.

Fit a "Brooklands" racing screen or similar plexiglass wind screen in front of you on the scuttle so that you can fold your windshield. If you run in a modified category, there are a host of things that complicate this particular piece, and for our purposes, let's assume that you are running in a strictly "stock" or "production" category and are restricted from any but those actions we will treat with herein. Make sure to fit inside door latches or hooks to positively lock the doors shut after you are inside.

For your first outing, and every one thereafter, prepare your chariot with very great care. Definitely do balance the engine and clutch assembly. Also make sure to magna-flux all front suspension and steering parts at least once a year. Find some one nearby who has steam cleaning or spray degreasing equipment, and make use of it periodically to keep the chassis, running gear and engine spotless. This serves several purposes at once. Adjustments are simpler to make, and trouble in the form of broken or loose parts is immediately visible during inspection. Check every nut, bolt and screw on the car for tightness and or adjustment.

Check all of the electrical wiring for fraying or wear. Ignition wiring in particular can be sneaky, make certain that there are no cracks or chronic loose connections. On T series MG cars the tachometer drive gearbox, if not carefully tightened regularly, will work loose, shear off and either short out the distributor or disconnect itself or both. Any part of which must be considered as a terrible eventuality.

Carefully adjust brakes and clutch to specification. Pull a wheel to check the amount and nature of wear of the brake linings. While you are at it check wheel bearing lubrication and adjustment. If this last has not been done in recent past, all four wheels should be rechecked. Check your shocks for fluid and action. These should be adjusted, but that comes later after you find out what adjustments will be required for what circuit. For now, leave them alone unless you are being advised by a competitor experienced with your machine and the circuit you are headed for.

Battery should be serviced and the carrying case checked. Terminals should be cleaned, tightened and covered with petroleum jelly. Special care should be taken not to over-



Make haste slowly, a good rule for the tyro driver.

fill twelve volt batteries.

Your tires should be new or almost new and correctly inflated for the circuit you are going to practice on.

Attach a high quality safety belt with sturdy steel flanges and bolts to the frame or frame members of your car. It is not only good common sense, but most groups won't let you get through a technical inspection without such a belt properly installed in your car. While you are at it, check the seat tracks to see that they are securely fastened, and that the travel mechanism is both positive and smooth, and most important, that the position locking devise is operative and positive.

All lights, horn and etc. will have to be in working order if your car faces a "tech" inspection so check them all.

Make sure your wheels are balanced, and if they are wire knock off types, regular truing and tightening is essential. Careful attention should be paid to the splines to see that they are not worn, and that the lock nuts are properly and securely fastened on.

If the rear tonneau is left in place make certain to add some masking tape over the snaps and over the body to make sure this cover does not blow up and flap over your head.

It will be useful to have two rear view mirrors. One in the center at the top of the facia, and a second mounted outboard of the body on the driver's side. Put your numbers on neatly and in accordance with the rules. Ten to twelve inch size is best if the number is not a high one. Use masking or wide adhesive tape to get a good easy to read numbering job. Those that are neatly lettered by a professional and circled in the grand manner are most desirable, but this is often inconvenient. Neat numbers not only reflect credit on you and your car, but avoid your not being credited with laps as a result of errors that occur when your numbers are hard to read and are mistaken for that of another car.

Take all the loose objects out of your bolide, vacuum the dust out of the cockpit, so that it doesn't blow in your eyes, be certain that you have the required amounts of oil, water and gas, and you are on your way to school.

It would be foolhardy to assume that a single article of modest length could treat adequately with the great art of motivating a racing sports car in the grand manner. In fact

it would be not only foolhardy but somewhat presumptuous. We intend therefore, to treat generally and in brief with sports car racing techniques for the beginner, who should at all times bear in mind that there is positively no substitute for attending a proper driving school or tutelage by a competent and experienced driver.

Learn the rules thoroughly. Commit the F.I.A. flags to your memory so that they are part of you. Be certain to carry all the required safety equipment in your car and in the pits that is required by the "regs." From the beginning, create the habit of looking and signalling when entering or leaving the pits, or when you are slowing or stopping. Make sure you check the mirrors for overtaking cars constantly and always manage to watch engine temperature, oil pressure and engine revs.

Remember always that you have to finish to win. Don't try to burn up Rome the first time in town. There is a lot to learn and plenty of time to do it in.

You have heard much about the business of the heel and the toe. Briefly this involves a simple bit of dexterity with the right foot wherein you keep the engine revs up with one part of your foot, and stomp the brake with the other, when down shifting. Have some experienced driver show you how, and then by practice—a) Find the most comfortable method of application for you, and b) Learn this technique thoroughly.

You will be much happier if you also have someone show you the "pattern" or "groove" on the circuit you are going to practice on. Although some fellows have a natural gift for this pattern most need to acquire this vital intelligence through learning. What we mean here by pattern is that course or line, around the circuit that will give the optimum speed, providing the car is braked, and shifted correctly, and the coal added to the boiler judiciously.

On a narrow circuit this pattern will be nearly exactly the same for all cars. It may vary extensively on wide ones, where the big, fast cars will benefit from wider sweeping turns therefore enabling them to utilize their greater power. On a well known circuit like Thompson, Conn., any one of twenty top notch men would be able to show you the groove with no strain at all. There are many others who know it very well also, and most of the experienced drivers

(Continued on page 60)





Lewis in 738cc Stanguellini leads the MG Special of Richard Mathews at Watkins Glen, winning the Queen Catherine Cup, September, 1954.

a call on Stanguellini



Cleanly aerodynamic, the Stanguellini shows its simple, functional interior and racing trim.

An unknown little car driven by Briggs Cunningham won in class H at Watkins Glen in 1954. The same strange machine was piloted by Marshall Lewis from Kimberly's garage, at Thompson in the same year, pushing to second behind the PBX. Enthusiasts gave little notice at first, their attention caught by the larger, more popular cars. Soon, however, the diminutive machine with the big name of Stanguellini caught their attention as it sped around the macadam, performing so well.

Although the car's name gave away its nationality, it could have been born nowhere but in Italy. It had the high-revving engine, the shrieking gearbox, and the defiantly snarling exhaust-rap of an Italian competition car, and it accelerated and cornered like one. While the attention of the New England crowd was caught, no one seemed able to tell more about the car than the fact that it was made in Modena, Italy. Visiting there recently, I satisfied my curiosity by calling at the factory and meeting Stanguellini.

Signor Vittorio Stanguellini runs one of the two Fiat agencies in Modena, a business founded by his father in 1910. Externally, his place of business looks no different than most of the Fiat agencies in Italy, being a fairly large building of modern architecture whose show-room features conservative family cars. There were no competition cars in evidence, nor anything to suggest their presence other than the name on the building.

The man himself bears some resemblance to the cars he builds: he is small, peppy and efficient. His business, he says, can be divided into three parts, each contributing

BY ROBERT MOTTAR

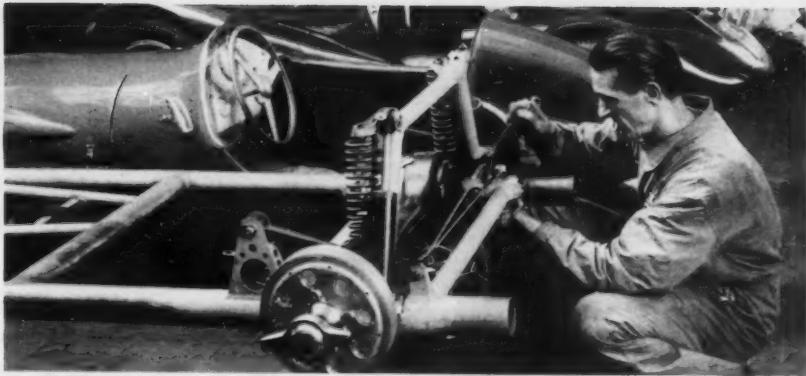


Stanguellini lends his master's hand to the adjustment of the two tricky Weber carbs as an apprentice learns how.

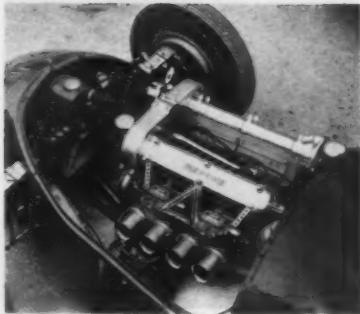




(left) Jewel-like crankshaft is lovingly fitted with bearings and rods by journeyman machinist. Chassis specialist (right) works near two completed models.



(left) Suspension adjustments on transverse leafs and shock absorbers are made on 750 Monoposto. Double overhead cams, and a compression ratio of 11:1 make this engine (right) strictly competition.



equally to it: he sells and services Fiat cars, he builds special truck bodies, and he makes competition cars.

We had come to the point of my visit: the competition cars. We went upstairs to the second floor of his establishment and looked over the sleek jobs displayed there. I discovered that he makes three models. Two of them are powered by 750cc engines, and the third by one of 1100cc displacement. The engines and suspensions of all three cars are of Stanguellini design and construction, as are the tubular chassis of the 750's. The 750 Monoposto, for example, is a single seater with a compression ratio of 8:1. The 1100cc model called the Bialbero International Sport is a two seater built on a Fiat 1100 chassis which develops 85 hp on pump fuel. Bodies of all three cars were designed and are built by the Italian agency.

Stanguellini's interest in motor racing dates back to the days when he used to watch his father drive in Italian competition. In 1935 he built his first racing car, and in 1950 his first engine. The fifteen employees in his competition department produced fifty cars last year, and he expects to better that figure in 1955.

To date, Stanguellini has sold but two cars in America: one 750 and one 1100. Price in Modena is \$5,600 for the 750's and \$6,400 for the 1100. He would like to find a representative in the States, but until he has, Americans had better figure on spending an added seven or eight hundred dollars to cover the shipping and duty charges, if they want this little known but promising speedster. #

Top Italian designer turns to the now classic Lowey Studebaker to produce

Franco Canta's



Italian or American? This is Franco Canta's body on a Fiat Chassis.

BY EMMIE KLAPP

IF, while traveling the sunny streets of Rome, you were startled by an undersized Studebaker as it zipped through Piazza Barbarini, you might be tempted to trade in your sunglasses for a good old American highball. Instead of drinking, jump into your own bucket and catch it at the next light or traffic jam, and you will have time to discover the blue and white shield of Canta on its side-panel.

For, while the "Italian line" has been much touted here in the United States, Franco Canta of Turin, Italy, has been building a bodyshell with an "American line." This twelve foot car, which was presented at the Turin Show again this year with only modifications to the grill and tail lights over last year's model, in silhouette resembles the Studebaker almost as much as the Metropolitan resembles its larger Nash brothers, and with an equivalent difference

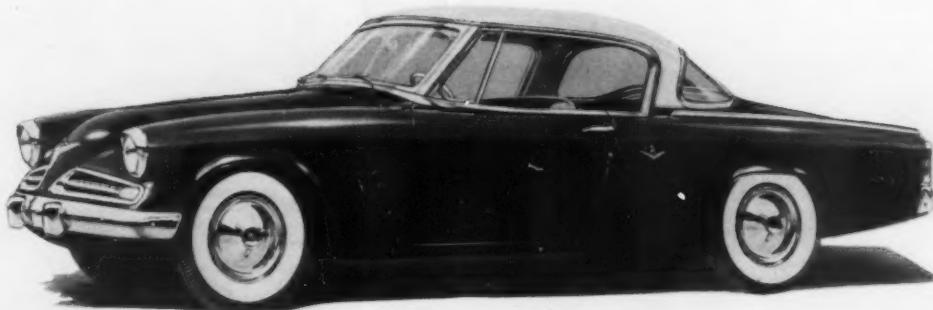
in size. Dimensions run like this: Studebaker—wheelbase 120", height 26", width 69", over-all 16'9", weight 3,200 lbs., Canta-Fiat—wheelbase 92", height 56", width 57", over-all 12'1", weight 1,700 lbs.

True, the Studebaker is "continentally" long and low with gold-fish bowl visibility, but it is still an American car designed by Raymond Lowey, an American designer. And until the advent of the Canta-Fiat there was no European-built car with a profile exactly like it.

In fact, anyone used to the stubby little Fiat, with each side produced from a single stamping, would have trouble visualizing this interesting transformation, the result of careful coachwork and a more streamlined appearance. The only assembly line work on the Canta-Fiat is in Fiat parts themselves. Moreover, the platform-type chassis, while still assembly-line produced, is not that of the factory-built Fiat.



American Line



Lines of this Raymond Lowey Studebaker Champion much resemble the Italian car.

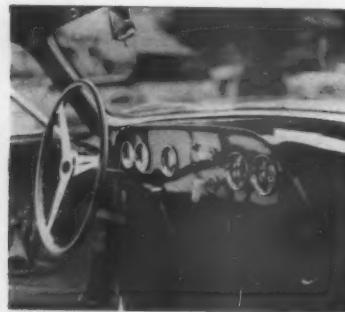
It is, instead, a chassis built in small numbers by the Fiat Company for specialist coachwork. Engine-wise, however, the Canta-Fiat is strictly stock. For this particular model either the Fiat 1100 Normale or TV engine is used. The TV four cylinder ohv engines under a Canta hood turn out a top speed of 81 mph, a good jump over other cars of similar displacement. (The Nash Metropolitan claims 73 mph, Simca 72 mph, Ford Anglia 68 mph, Volkswagen 68 mph, and Lancia Appia comes the closest with 76 mph.)

As far as the coachwork itself is concerned, Canta's cars are produced with steel bodies, but have laminated aluminum trunk and hood lids to decrease weight. Seating capacity is, ostensibly, for three passengers, but they can easily carry five, and, amazingly for such a small car, there is a good deal of luggage space. Trunk capacity is 48" by 53" by 14". Cantas can be purchased in a rainbow variety

of colors and shades, although usually this model is turned out in two-toned green, dark top, light body, and with Canta's graceful gold emblem mounted on the hood.

Back in 1951, while the Studebaker Corporation was preparing to celebrate its hundredth anniversary, Canta Carrozzeria was just beginning its successful career under the artistic hand of Franco Canta, who, quite literally, got the business from his father, a coachbuilder and pioneer in compound-curved metal. Since then, the new Canta coachwork has been developed, and with it Canta Carrozzeria has participated in the auto shows of Turin, as well as entering the 1953 Salon de Paris, and the 1954 Concours d'Elegance of Rome, Geneva, Viareggio, Niave, Cortina, Como, and Montreux. In each of these, Franco Canta has driven off with first-in-class honors.

(Continued on page 60)



Morretti's interior is neat without the starkness of the pure competition car. Nicknamed "The Baby Ferrari," acceleration is zero to 100 mph in about 30 seconds.





moretti — king of the 750's

By BOB ROLOFSON

THE MORETTI 750cc Grand Sport Berlinetta Coupe by Ghia, is the imposing title of one of the world's smallest competition sports cars. It is a beautiful car, and so small that it looks more like a working model than a full-scale automobile.

Although the factory maintains that it is not a competition machine, it is just that. Driven in traffic, it will idle along in high gear at 15 mph and accelerate smoothly, but a few minutes later on the open road it will turn 7000 rpm in each gear, accelerating from a dead stop to one hundred miles per hour in a little over one half a minute! Road tests check out the zero to sixty acceleration at 15.5 seconds. The 748cc double overhead camshaft engine bellows with a resounding four cylinder rap, which lends authority to the Ghia styling and performance figures—which should bring home a class H win at any roadracing event. Except for its Ferrari-like exhaust rap, the car is too small to be "police bait," as is the case with many imported machines. As an attention getter however, it is in a class by itself. Our correspondent reports that he was flagged down five times in two days on the Los Angeles freeways by automotive enthusiasts who wanted to examine the car and talk about its price and performance!

Moretti, "King" of the 750cc class, has been nicknamed the "Baby Ferrari" mainly because of its styling and exhaust rap. It rides hard, corners fast and accelerates unbelievably fast for a three-quarter litre machine. The brakes are ten and one half inch aluminum drums, which seem ample to handle a car of the Moretti's size.

Topped by a beautiful spring-spoked competition steering wheel, the interior appointments are nicely finished. As might be expected, the instruments are not as flashy as the average Detroit product, nor are they, however, as stark as some of the foreign custom-bodied machinery. They are placed in an artistically simple dash and are located in



Ghia bodied, the Moretti makes one of the neatest sports car packages available. It's a steal at \$3,500.



Double overhead cam engine is redlined at 7,000 rpm, displaces 748cc and will idle in high at 15 mph.



No room to spare, Moretti's a tight squeeze.

such a way that all may be viewed quickly. Although the recommended rev limit is set at 7000 rpm, the tachometer is calibrated to 8000 rpm. Interior noise level was better than the average competition coupe. "Good taste" might well describe the inside as well as the outside appointments. Visibility is excellent, with the driver almost surrounded by glass. Balancing the advantage provided by these ample window cuts is the disconcerting fact that with the exception of small wind-wing type vents, all of the glass is rigidly fixed. The plexiglass side and rear windows absorb a great amount of heat, which creates a "steam box" effect on a warm day. This situation is no serious however, and could easily be cured by the addition of a couple of small air scoops.

Getting into the car is difficult at first, but becomes easy with practice. Indeed, big men have come up to the parked machine and laughed...a few of them going down on

their knees to mock the tiny vehicle. When they were invited to try it on for size however, they were chagrined to find that they not only had room to spare, but had a difficult time trying to touch the firewall with their toes! The interior dimensions are astounding when compared to the exterior, and although there is no trunk opening in the rear deck, there is plenty of room for several fair-sized suitcases behind the seats—along with the spare tire.

The main disadvantage, or rather discomfort, results from the hard seat, stiff suspension and small tires, which produce a washboard ride which tends to spank the driver rather sharply. This situation could be eased by working over the seats with sponge rubber, for to change the suspension by softening would be a mistake. The car drives very much like a powerful motorcycle, and *you can't hardly find cars like that no more!*

#

auto sportsman

of The Month

STERLING MOSS, our choice for Auto Sportsman of the Month, is probably the most promising driver since Tazio Nuvolari. British born, Sterling is the newest member of the potent Mercedes team and winner of the 1955 Mille Miglia where he set a record of 97.95 for the 1000 mile classic. Mr. Moss is shown here, oil soaked and exhausted after his Mercedes broke an oil line during the Grand Prix de Monaco.

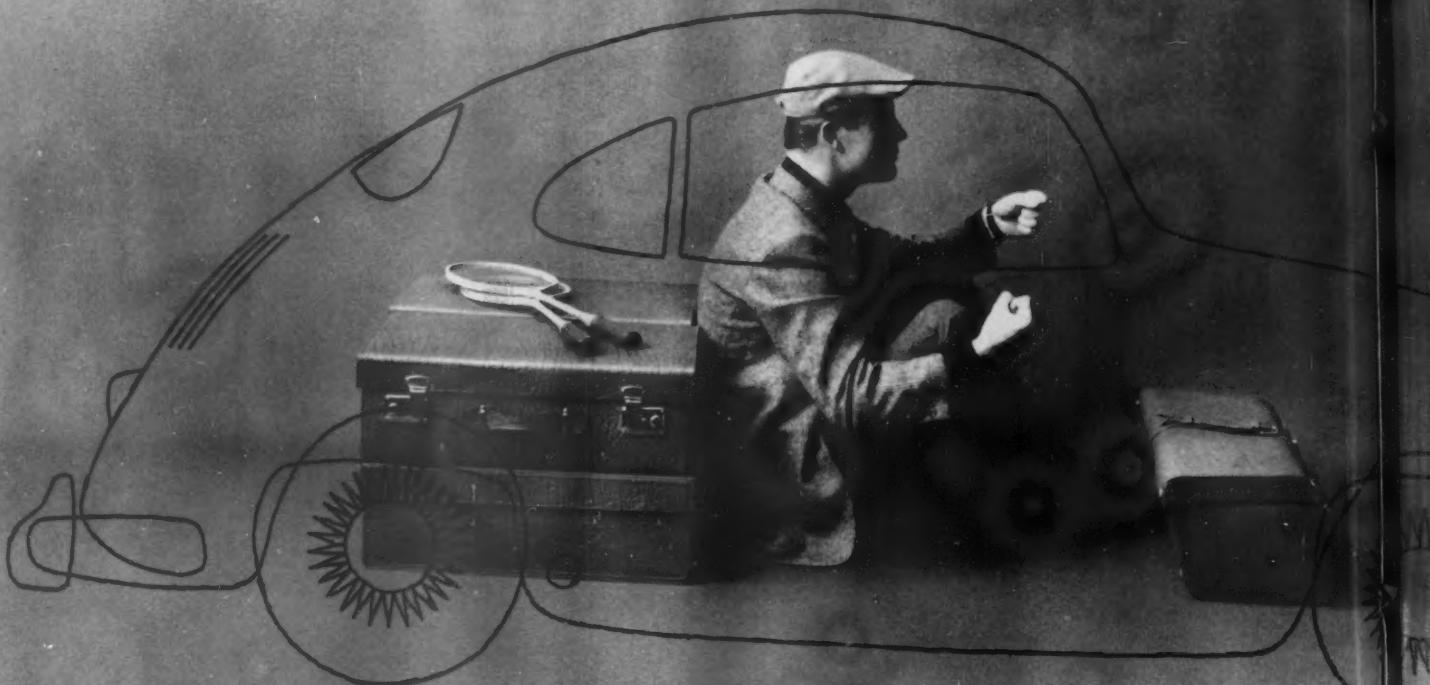
Sterling was in first place at the time with only one quarter of the race left to be completed.

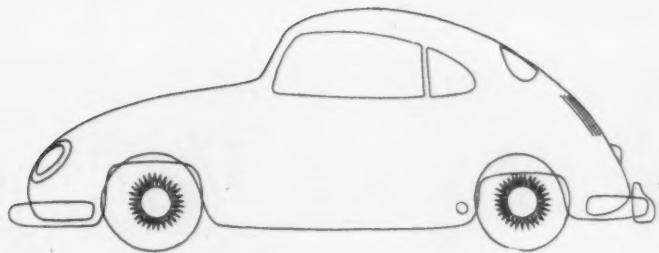


Fitting loads of luggage into Lilliputian spaces can be a strain, but here's an answer that will literally stretch your baggage area and make you into a

space- -

photographs by Lester Bookbinder





man



THERE comes that dark moment in the life of even the most dedicated sports car addict, when he tries to figure out how to cram ordinary luggage into a minute trunk. It has to be squeezed in somehow . . . but suddenly the corners become squarer, the cases grow, like Topsy, with alarming rapidity, and the trunk diminishes until it is practically invisible.

But let's look closely at the Porsche-driving gentleman on the left. He seems to be all set for a long trip, and for once there's obviously no problem of just how much luggage can possibly be fitted into the trunk of a small car.

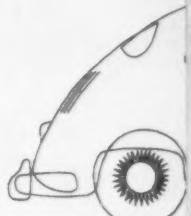
It's a new boon and blessing to men which surrounds him so deftly . . . luggage tailor-made and contoured to fit into a sports car like the pieces of a jig-saw puzzle.

Some sports car manufacturers (or artists, perhaps I should say . . . craftsmen, certainly) make luggage specially designed to fit, snugly and perfectly, into their cars, and it's from firms like Porsche, Mercedes Benz, Triumph, Rolls Royce, Bentley, and the like, that we know for certain you can order this custom-tailored luggage. By the time you are reading this, of course, many more famous sports car exponents may have joined in, and you can always have luggage made to order for you by any leather goods store worth its salt.

Admittedly, the luggage is not particularly cheap, whether bought through a car manufacturer or built to your own specifications. However, in the long run you will find that it is really worth whatever you pay. After all, you want luggage as beautifully made as the car you drive, luggage of first quality leather, with stitching and corners and handles that will last forever.

This luggage isn't insular, either; you can use it even when you don't have your sports car around to pack it in. The shapes, by the way, aren't so weird that you will have to explain them to every hotel porter; and when you do you will be also telling yourself of the important need of the sports car owner for luggage that fits in very small places.

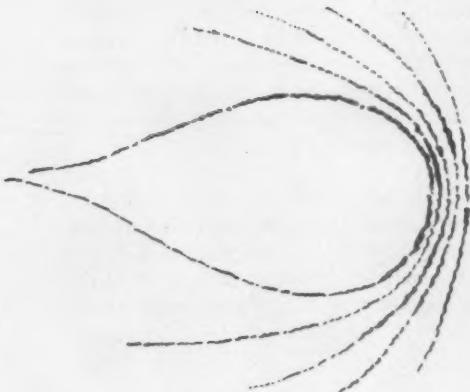
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Although the battle to increase power to weight ratio is far from over, new facts on decreasing lap time has turned engineers to new fields of braking and cornering.

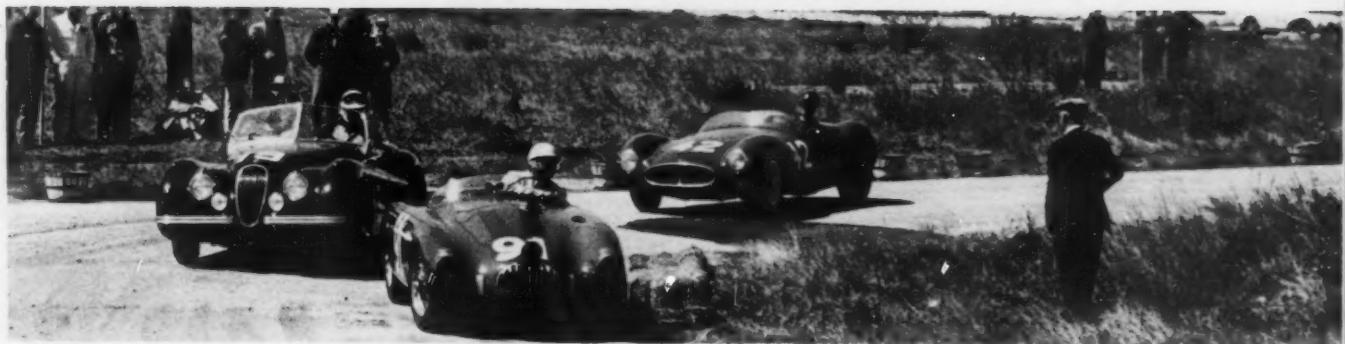
the OVER



SMALL competition cars have been beating cars three times their size so often during the past year that we have to start looking for reasons. True, a good driver accounts for many of these wins, but too often such a simple explanation is not a satisfying answer. It's time to look over both the theoretical aspects and the racing record to compare the performance potentials of large and small cars. The 2.5 litre Ferraris can beat the Cadillac engined Allards, and the Ferraris don't always beat the Porsches. The car with the large motor doesn't always take the win; therefore, we look to design for our answers.

Racing reveals the relative effectiveness of different design approaches. A characteristic that produces better lap times on a road course will benefit the highway performance of your car in the same way. A longer race equals years of ordinary driving as a test of durability.

Modern road racing takes place on many and varied circuits, from the very high speeds of Le Mans, Rheims, and Monza, to the switchback twisting course of the Nurburgring, the Targa Florio, and Monte-Carlo. A broad survey of the results of a season thus covers most aspects of performance, but it is difficult in return to predict the speeds for a given car and circuit by means of any overall formula. To show what the car is up against, let's take a middling fast course on which all components are tested fairly. Prof. Eberan, in *Auto Course*, developed some interesting theoretical figures for the English Silverstone circuit, where the lap record now lies in the vicinity of 100 mph. If the power of a car is increased by ten per cent, he says, its Silverstone lap speed will rise by 0.20 per cent. More important, if the deceleration or braking is improved by the same ten per



Tiny Osca's close cornering and high revving engine gives it a consistent margin over the more heavily horsepower contenders.

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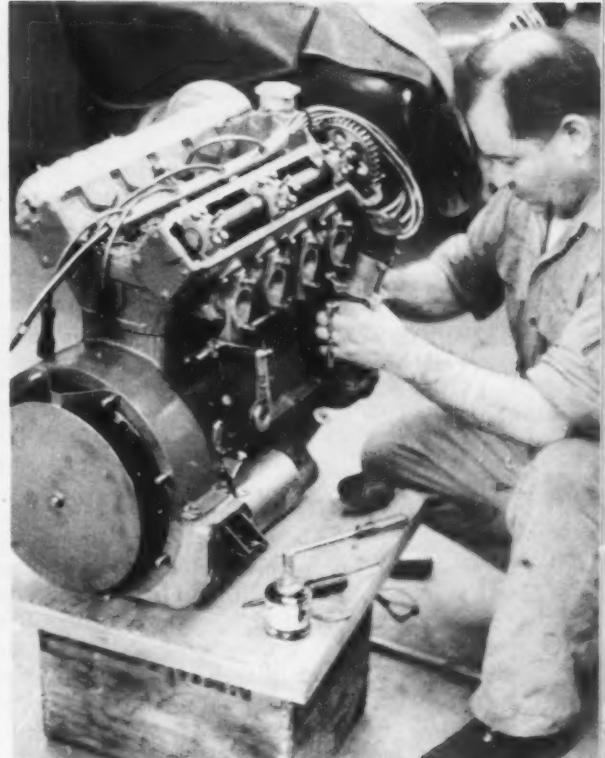
By Karl Ludvigsen

cent, a 0.60 per cent lap speed increase will result. The most remarkable figure is a 3.40 per cent improvement in lap speed, which can be effected by ten per cent better lateral stability, or cornering power. The relative insignificance of power is startling, as has been borne out by drivers who say that Silverstone, like Berne, can be won on brakes and cornering alone.

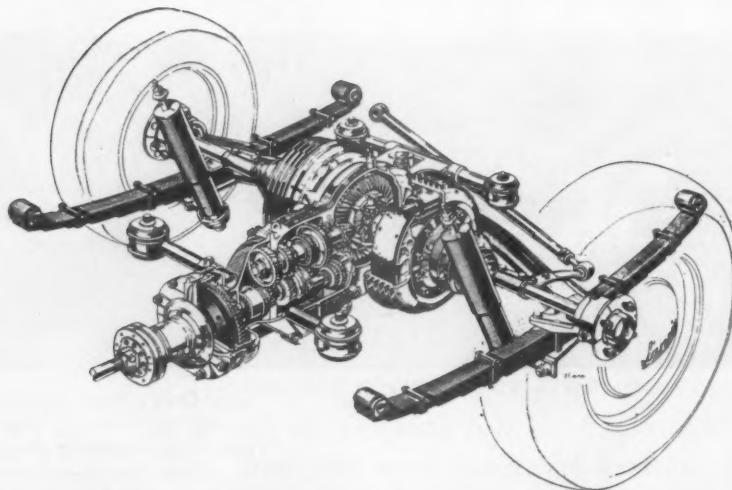
Except in Grand Prix Formula racing, the designer has a reasonably free hand in the matter of engine size and design. Speaking very broadly, there are four courses open to him. First, he can choose small displacement and simple design, giving limited power but low weight and cost. Second, he can keep a small size but go to a more complex layout, allowing more power through higher engine speed, at the expense of reliability, weight and bulk. His third choice might be a larger displacement unit of straightforward design, which might have about the same output and weight as the smaller, high performance engine. The final alternative is the complex big engine, which has bags of power, but also all the accompanying poundage.

The engine choice is a fundamental in car design, and obviously influences the vehicle that takes shape around it. A smaller, less potent power plant places much less stress on drive lines and suspension, and the whole car can be lighter and more compact. Frames must be beefed up and bodies must swell to accommodate a larger engine, since just as much force must be absorbed in the car as is applied to the road. As a result, a larger engine necessitates a heavier, sturdier car, and attempts to circumvent this, provide only loss of structural reliability.

Generally, we can say that a larger and/or more complex



Osca engine gets rebuilt by a factory trained specialist at Momo's garage in preparation for a race.



Swing rear axles have done much to improve high speed stability around corners.

engine is heavier in itself, and also requires a more bulky car around it. In contrast, very compact and seemingly delicate construction will suffice in the carrier of a small, light power plant. The importance of this lies in the fact that the two great enemies of power are wind resistance and weight. Total wind resistance is a product of both the frontal area of the car and the smoothness of its shape, expressed in a drag coefficient. Wind resistance, more than weight, limits the top speed of the high performance car, and it is of greater significance on faster courses, particularly in sports car racing, where cars differ markedly in frontal area and aerodynamics.

Acceleration (as well as deceleration) is hindered by weight. The less poundage to contend with, the quicker the car will be out of a corner and up to speed. This is more important on the slower, twistier courses. Single-seater Grand Prix-type cars are pretty much alike regarding wind resistance, with a few notable exceptions. Weight reduction is often more useful in making up for deficiencies under hoods.

This has been theory so far. Actual results are not always so clear-cut as they might be, but a wide study will often yield some useful conclusions. The limited field of Grand Prix racing will be taken up first, followed by the more familiar sports cars.

One of the most talked-up performances of the small car in racing history was that of a 1.5 litre Bugatti in the 1911 French Grand Prix, where it achieved second place behind a 10 litre Fiat. The Bugatti finished 51 minutes behind the Fiat, in a field which had been grossly depleted by tire and mechanical troubles in the intense heat of that day. Nevertheless, the Fiat had to push six times the weight of the Bugatti, a fact which very nearly evened the balance. Three years later a 3 litre Peugeot caused sensation by stealing second at Indianapolis from the then-current 6 litre cars. It was well prepared to do so, for it was a masterpiece of

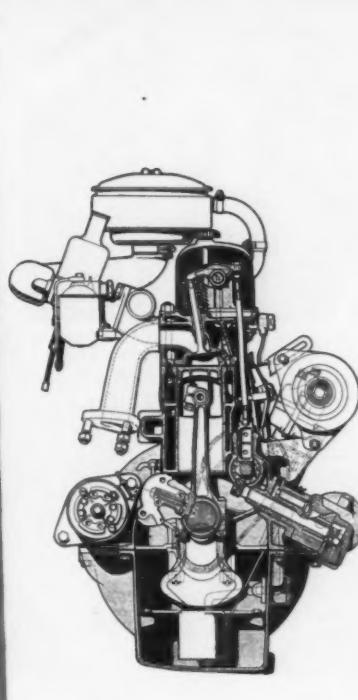
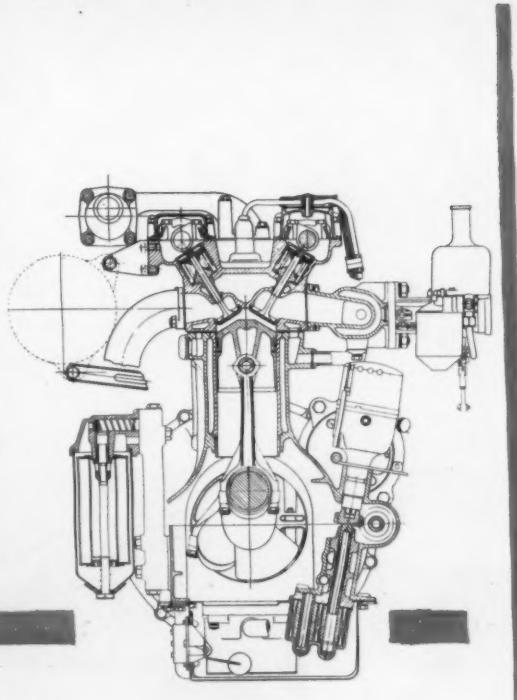
design from the board of Henri, and was both lighter than and technically superior to the other competitors.

Confronted, in 1934, by a maximum weight limit, Dr. Porsche elected to use an engine of very large size in a design for the Auto-Union combine. Starting at 4.25 litres and reaching 6.5 litres in 1937, these units were always about one litre larger than the comparable Mercedes engine. Only by means of exceptionally clever and compact design was the overall weight kept down to the specified limit. In 1939 these German cars were matching their 1937 speeds in 3 litre form, and it was more remarkable to see Farina in a 1.5 litre Alfa-Romeo holding second place in the Swiss GP for a full seven laps. Three Mercedes and two Auto-Unions finally headed him, but the performance pointed up the very good roadholding of the 158 Alfa on the tricky Berne circuit.

The first continental appearance of Stirling Moss at Lake Garda in 1949 brought international attention, for he finished his very light 1 litre Cooper in third place, ahead of and behind Ferraris of twice the size, on this tortuous course. In the subsequent two years Ferrari demonstrated the potentialities of the large engine when handled with skill and understanding. His 4.5 litre cars overcame the weight bogey, and on several occasions bettered the great Alfa-Romeo team.

Among the finest post-war small car performances must be that of Bayol at Pau and Marseille in 1952, when he finished fourth and fifth respectively, against the best of the Ferrari and Gordini Formula II teams. His 1.3 litre Osca was perfectly suited to those twisty courses in the French GP series. Looking back, we see that this is typical of small engine success in GP racing, with low weight paying off only on slow circuits. Very large engines were effective only in the hands of ingenious and experienced designers, who could minimize the weight disadvantage.

The broad spread of engine sizes in sports car racing



Pushrod and rocker arm designs (right) have given way to the multiple overhead cam for high RPM racing use. Eliminating and lightening parts in the valve driving setup and has resulted in greater horsepower from smaller units.

has produced more startling contrasts there. Modern advances in aerodynamics have given the small car a chance, and one of the first to take advantage of this was Amedee Gordini, whose 2.3 litre projectile held the lead for nearly a third of the 1952 Le Mans race. The very small frontal area of 11.5 sq. ft. was of great significance on this fast course. In the same year, as if to supply contrast, Bill Pollack was piling up a magnificent record on the West Coast with the 6 litre Cadillac-Allard of Tom Carstens. This great car had the benefit of meticulous modification and preparation, in a class, time and place where these were relatively unknown.

1953 saw the birth of two giant-killers: Ken Miles' MG Special, and Candy Poole's PBX. Both these cars are notable for their very low weight and high cornering power, the PBX having the additional advantage of useful streamlining. A new Western big car star was rising, though, in the person of Bill Stroppe and the Mercury-Kurtis. This combination was good on an absolute basis, but is more interesting to us here in contrast to the Cadillac-powered long-chassis versions of the same car. These latter editions were supposed to be faster yet, but on the course their extra length and heavier engines were too much for the slight power increase. The Stroppe car was the perfect Kurtis setup, and again had the advantage of thorough maintenance.

The following year was a great one for the under-1500's, starting off with an outright Osca win at Sebring. Decimation of the field and the virtuosity of Moss get much credit for this, but the marvelous stability of the Osca was there for him to use.

Later in the year Ferrari made use of large displacement in a way Cunningham had only dreamed of, forcing the bulky 4.9 litre car over the line first at Le Mans. A clean-lined little 750cc DB-Panhard did very well to finish tenth overall, and the Porsches showed a promise which was ful-

filled in November's Mexican Road Race. Possessing all the attributes of good form, low weight, superb suspension and utter reliability, the sleek Porsche Spyders took third and fourth overall, splitting four of the latest in Ferraris. The fuel-injected Borgwards also did well in the early stages of the exceptionally fast Mexican course.

Porsches put up a remarkable display at Le Mans in 1955, finishing fourth, fifth, and sixth, at a speed which would have won the race in 1952. Nevertheless, August saw them humbled at the Nurburgring by the 1.5 litre Maserati and EMWs. Behra took the Maserati 'round in practice in a time which has been bettered only by Mercedes 300 SL and SLRs among sports cars. The fully-enclosed German EMWs were very nearly as fast, and have probably the best aerodynamics of any sports car extant.

In sports car competition, then, small-displacement units have been most successful on fast twisting courses, but have also scored due to reliability and good cornering. Attention to detail and preparation, on the other hand, has marked the triumphs of large engines. Checking back, we find that these conclusions, and those derived from Grand Prix racing, agree substantially with the results of the theoretical discussion. Power per pound and per square foot of frontal area are fundamental producers of acceleration and speed, no matter how they are achieved. Also, on the average course, braking and roadholding have been shown to be more important than sheer power, and this is very generally true on the open road as well. Big engines will do the job, but the rest of the car must be both light and durable. Quite obviously, the outstanding modern sports cars such as Mercedes-Benz, Jaguar, Aston-Martin and the Ferrari Monza strike a mean between the two extremes, and hover on either side of three litres. The extremes can, as we have shown, be made to work very well indeed, but only with an acute understanding of the obstacles to better road performance. #

bill

frick's

thundering
thunderlac



ONE of these days a Ferrari is going to meet a special sort of a Thunderbird at a red light, and when the light changes, history will be made. This "special Thunderbird" will just stand up on its hind legs, squeal like a stuck pig, and tear down the highway leaving streaks of rubber on the concrete until it hits 60 mph, which will be in about 5.8 spectacular seconds.

The responsibility for this astounding performance rests with a Cadillac engine and a very ingenious gentleman named Bill Frick. Bill has a long history of popping Caddy engines into just about anything that will run (except, of course, Cadillacs). His conversions to the Ford and Studebaker are now legend, but these were only hors d'oeuvres before the main course. No one knows for sure, but it's said that the first time Bill Frick saw a Thunderbird some sort of great thing took place in both of them: here was what Bill had always dreamed of — a completely impossible job!

Three months later, after 423 modifications, the job was done. Of course, he can now do a complete conversion in about 12 days with much less pain than went into the original model. One of the main problems was modifying

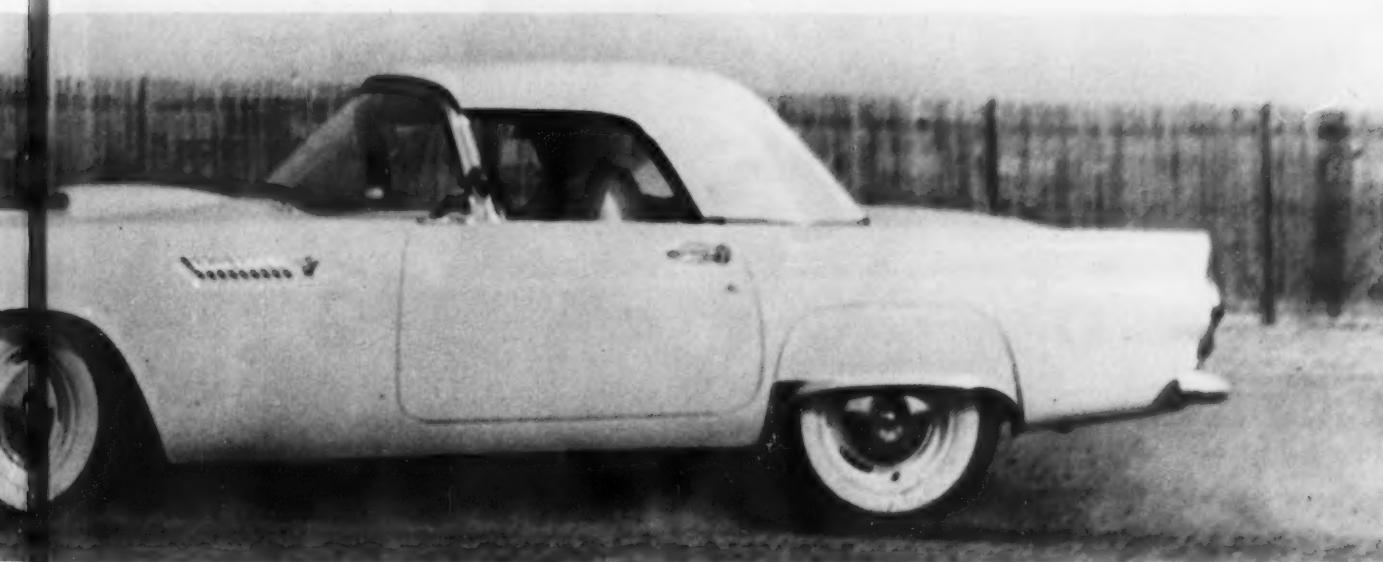
the cross member so that the driveshaft would pass through it instead of over it. This was necessary in order to fit the engine four inches lower and to the rear of the original position. 200 pounds heavier than the Merc engine, the Caddy powerplant has some interesting effects on the T-Birds front end.

To begin with, it decreases the front wheel camber and makes the car considerably less skitterish, greatly improving its directional stability. Performance? Well, the "Thunderlac" will do a standing quarter mile in 13.2 seconds with a 3.54 rear end and hit 107 mph at the end of the distance. Substituting a 2.90 rear end, the bomb has been clocked at 135 mph! Bill feels that this is closely approaching the "terminal velocity" that the T-Birds relatively large frontal area permits. Getting any more speed would put the entire problem into the realm of diminishing returns, requiring a tremendous increase in horsepower to bring about minute increases in speed.

The "full house" conversion, that is, a T-Bird with caddy engine and McCullough supercharger costs about \$5,750 on a straight deal, with \$750 of this cost going for



Cadillac engine, beefed up with a McCoulough supercharger is a tight squeeze in the T-Bird's front end.



Hard braking produced considerable nosedive. The particular car tested pulled hard to the right when brakes were applied.

the supercharger. If you bring Bill your own T-bird, \$2,000 will about cover the tab for the conversion.

Bill, a very practical man, points out that this is the ultimate, and only for the man who needn't stoop to discussing money.

Modifying the regular Thunderbird power plant can be done at a fraction of the price with a very creditable improvement in performance. The 292 cubic inch T-Bird engine can be bored out an additional .155 to give a final displacement of 317 cubic inches. This is only 14 cubic inches less than a Caddy engine and costs a total of \$1,200.

The ideal situation would be to install the Caddy engine and then do a rebore and cam job to 3-15/16 and slap the blower on this.

Mr. Frick refused to discuss a price on this job. "If you have to ask the price then you can't afford it," was Bill's attitude.

The avant garde often request that a four speed gear box be fitted to the T-bird. Bill points out to them that the performance will be better with an American 3 speed box. In a quarter mile drag the Caddy gear box will beat a four

speed job by almost three car lengths. He believes: keep it simple, don't use components for the sake of saying that you have them, keep hands off unless there is a practical advantage to making a change. Bill likes to work with the dual range hydromatic, and, of course, the three speed Cadillac gearbox.

Racing a T-Bird? Bill doesn't think this is practical, and with all the varied track experience he's had, he ought to know.

To begin with, the class is too hot, and with 80 pound doors you'd be at quite a disadvantage. Bill figures that one fast stop from 125 mph is all you'd get from a set of brakes, which means that in a road race you'd make it around the first turn and then you've had it.

"Cornering is less than ideal," was Bill's comment on the subject of the suspension. "If you're going to run your T-Bird at high speeds, do it on the straight and level."

Mr. Frick is looking forward to getting a blown 56 Lincoln mill into the new T-Birds. He figures that he can do zero to 60 in about 5.5 seconds.

Who would want to do the magic speed range in 5.8 when it can be done in 5.5!

#

*A good day's racing keynoted by
comic relief marked the oct. 16 competitions
at hagerstown.*

Hagerstow



Photographs by Dan Rubin

own



Sherwood Johnson blurs the D Jaguar of Briggs Cunningham by the checkered flag. His winning time was 87.9 mph for the 100 mile President's Cup.

Frolics

AN EARLY day of racing and a happy bunch of participants and enthusiasts were the delightful features of the day's racing at Hagerstown, Maryland. Prepared for a full schedule of racing, the crowd came pouring into the grandstands at the airport circuit to witness the Fairchild Nationals.

More photographers per square foot than perhaps at any race anywhere found plenty of subject matter. Aircraft dotted the edges of the course, adding an interesting bit of color to the surroundings. Clowning before the races, a group in the pits donned horror masks and gave the usually superserious crewmen a welcome relief from the tiring, sometimes exhausting job of giving the cars their final tune-up.

Even the races themselves seemed to continue this atmosphere of good cheer. When Fred Battista of Hyattsville, Md. cleanly and simply lost a wheel on his MG, the crowd

was more delighted by the embarrassment of the driver, safely seated in his car in the middle of the track than they were anxious.

The day may have been overcast but no one's spirit was dampened. The event enthusiastically awaited was the President's Cup race. On the entry list was last year's Cup winner, Bill Spear. Sherwood Johnson and Phil Hill were also listed, and in the stands could be heard excited argument on the Elkhart race. Some mentioned that the recent docker's strike had left the D Jaguar's 3.76 rear end floating back and forth across the Atlantic, while the 3.54 rear end used at Le Mans remained on the Jag, damaging its chances in the corners at Elkhart. Followers of the West Coast champion, Hill insisted that it was the driver's spirit that had brought the Ferrari Monzi fighting back in the final laps to take the flag by a few car lengths.

When the race began Sherwood Johnson in the D Jaguar

Dick Kessler in the XK140MC capers before the race with a crew member. Dick came in 3rd overall in the Governor McKeldin event. Sherwood Johnson's wife of only a few months gives him a rewarding hug. Climbing into the extra seat, she took the victory lap in the Jag.



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Fred Battista grinds to a stop after his MG loses a wheel at speed. Fred ran on his front axle for fifty feet. The wheel runs on, off the track, but the MG had to be lifted and towed out of the way of the oncoming racers.



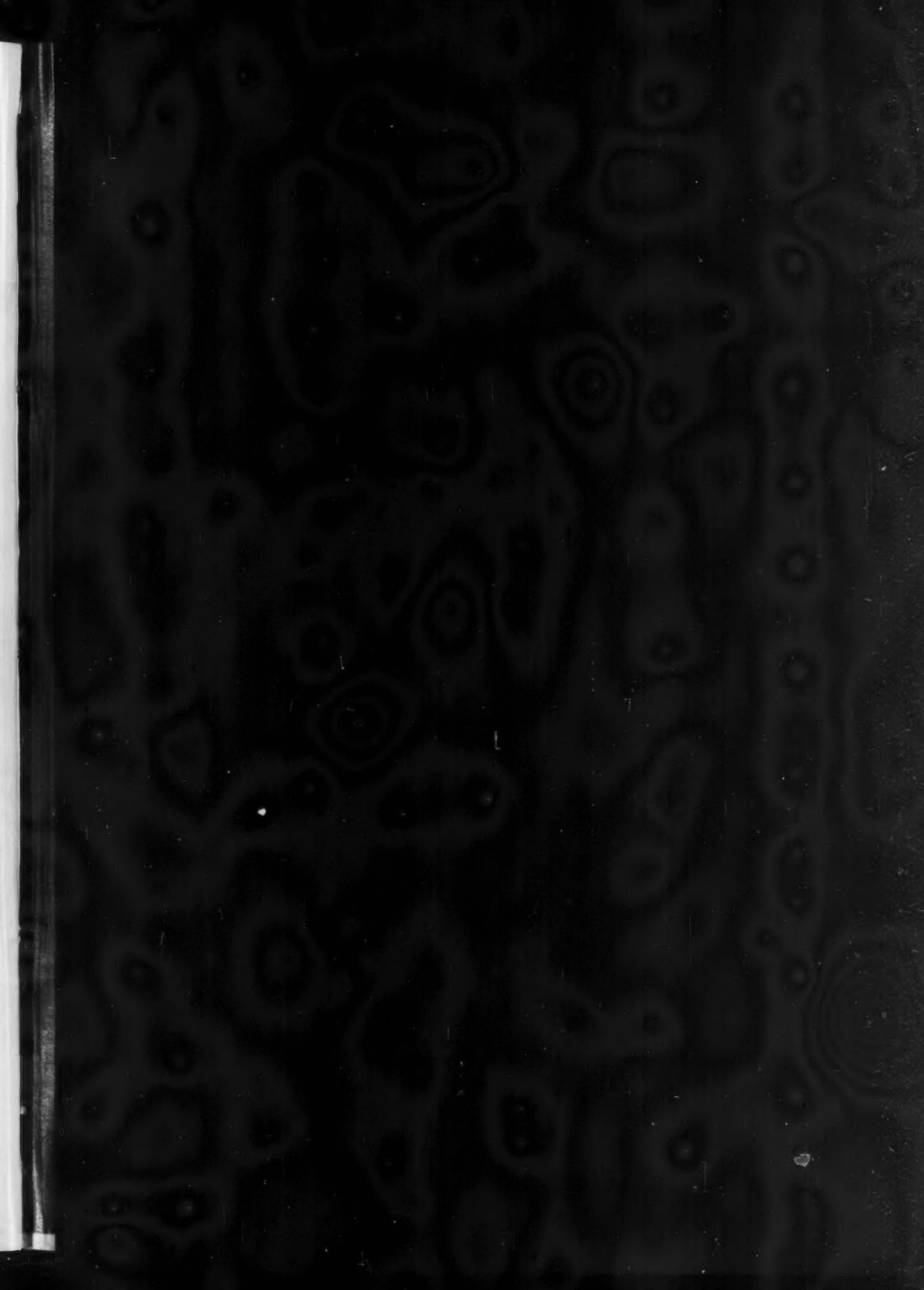
fought Hill's ferrari Monza and Spear in a Maserati 300S during the early laps, but very soon he took a commanding lead. Those looking for a repeat of the Elkhart battle didn't find it. 87.9 mph was the winning average and Johnson took home the victory for Briggs Cunningham, and took home to Greenwich, Conn. a personal reminder . . . a miniature of the President's Cup. Cunningham himself, in the same race, took Class E honors in a freshly imported 2 litre Maserati.

Perhaps good luck goes hand in hand with the good cheer which marked the day, for two accidents which might have been tragic were only minor. A Mercedes 300SL flipped in the sixth race landing upside down, but driver Allen Markelson of New York miraculously escaped without injury. Another Mercedes burst through the straw bales and went into the pit area. No serious injuries were incurred.

The first race began at 8:30, making the early afternoon the time for the later scheduled, bigger car races . . . a smart practice in view of the early dark of these winter months. The day was overcast, but not unpleasant.

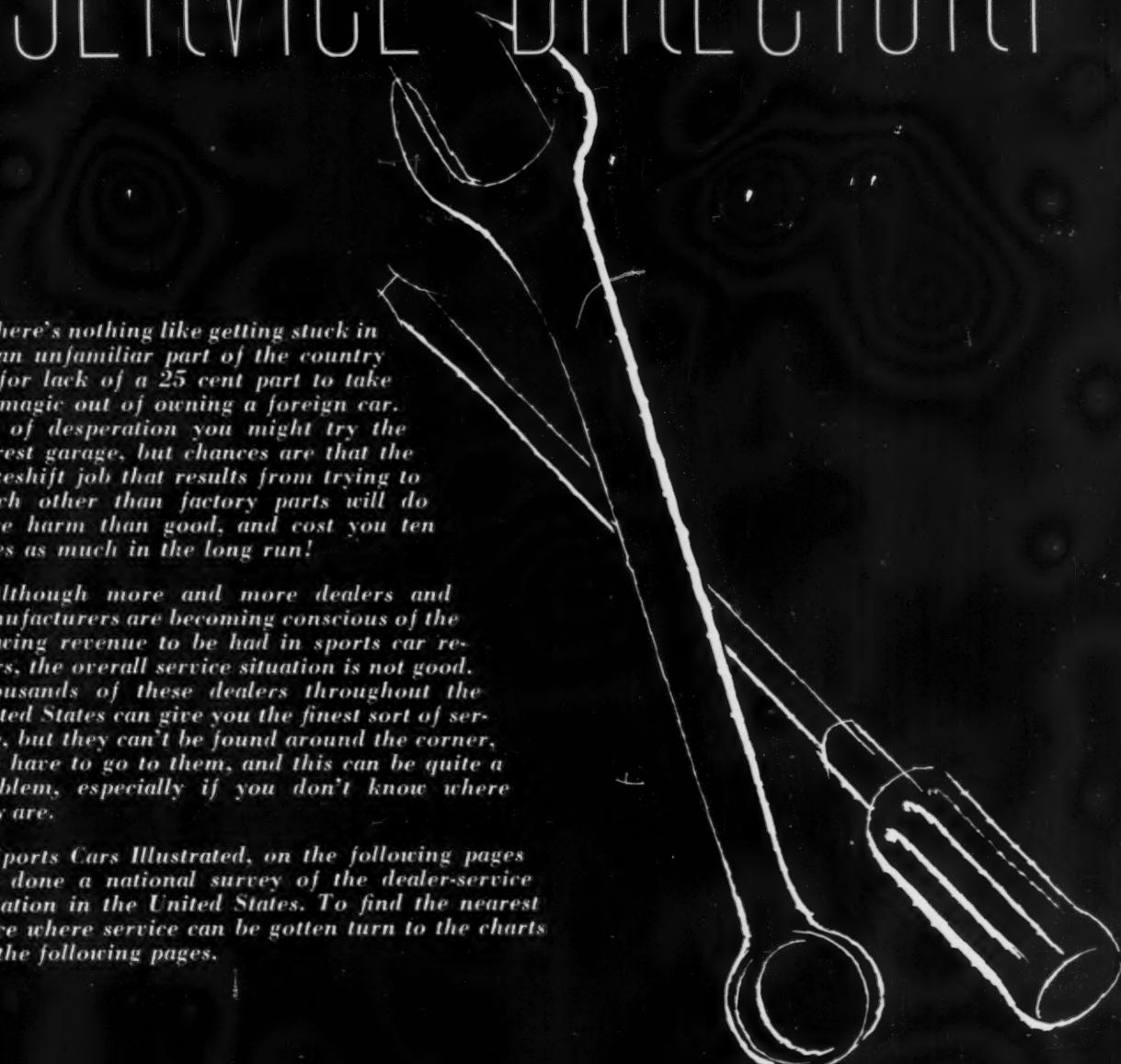
After Johnson took the checkered flag his wife gave him a long lasting hug. They have only been married for a few months and this was one of the first major victories since the splicing. Johnson made room in the small cockpit of the Jag, and they went around for the victory lap together, topping off a very successful day for all concerned.

#





SERVICE DIRECTORY



There's nothing like getting stuck in an unfamiliar part of the country for lack of a 25 cent part to take the magic out of owning a foreign car. Out of desperation you might try the nearest garage, but chances are that the makeshift job that results from trying to match other than factory parts will do more harm than good, and cost you ten times as much in the long run!

Although more and more dealers and manufacturers are becoming conscious of the growing revenue to be had in sports car repairs, the overall service situation is not good. Thousands of these dealers throughout the United States can give you the finest sort of service, but they can't be found around the corner, you have to go to them, and this can be quite a problem, especially if you don't know where they are.

Sports Cars Illustrated, on the following pages has done a national survey of the dealer-service situation in the United States. To find the nearest place where service can be gotten turn to the charts on the following pages.

KEY

AU — Austin
AH — Austin Healey
HI — Hillman
HU — Humber
JA — Jaguar
MB — Mercedes Benz
MG — MG

MO — Morris
P — Porsche
RE — Renault
RO — Rover
ST — Sunbeam
TR — Triumph
VW — Volkswagen

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

ALABAMA

MAGNUSSON HARLEY-DAVIDSON SALES
U.S. Highway 31N, Athens, Ala.
TR MG MO HI

KIRKSEY MOTORS
2130 Fifth Ave. N., Birmingham, Ala.
P JA

NICK GRAFFEO MOTORS
1809 S. 3rd Ave., Birmingham, Ala.
AU AH

PLANTATION MOTORS
211 S. 20th Street, Birmingham, Ala.
MB MG MO HI JA TR VW HI

RADIO & TV SERVICE
Clanton, Ala.
VV

BAY AUTO STORAGE
210 N. Royal St., Mobile, Ala.
AU VW AH

EDGE'S FOREIGN CAR CENTER
201 N. Royal Street, Mobile, Ala.
TR

IMPORTED AUTO SALES & SERVICE
1935 Bell Street, Montgomery, Ala.
HI

SOUTHERN MOTOR IMPORTS
553 Bell St., Montgomery, Ala.
VV MB P TR AU AH MG MO HI JA

ARKANSAS

COOK'S BODY SHOP
116 Ravelli St., El Dorado, Ark.
RE

ENGLAND MOTOR CO.
116 North 6th St., Fort Smith, Ark.
HI ST RO

DZARK MOTOR CO.
315 W. Emma St., Springdale, Ark.
HI ST RO

ARIZONA

CHUCK'S MUFFLER SHOP
632 E. Santa Fe, Flagstaff, Ariz.
VV

GLANDALE AUTO & SALES, INC.
Grand at 3rd Ave., Glendale, Ariz.
TR

GLOBE VW MOTORS
205 E. Oak Street, Globe, Ariz.
VV

AUTO BEAUTY SHOP
917 E. Van Buren, Phoenix, Ariz.
RE

BLAKELY MOTORS
5640 N. 7th St., Phoenix, Ariz.
JA MG MO

JEFFRIES MOTORS
7th at Roosevelt, Phoenix, Ariz.
TR HI ST RO

EDEL'S PRECISION MOTORS
2019 North Stone, Tucson, Ariz.
RI MO MG TR AU AH

GEORGE & HARVEY FOREIGN CAR SERVICE
Tucson, Ariz.
HI ST RO

IMPORTED MOTORS
1034 E. Broadway, Tucson, Ariz.
VV

CALIFORNIA
BERKEY LEE GARAGE
736 San Pablo Ave., Albany, Calif.
VV

KOOP FOREIGN CARS, LTD.
638 W. Main St., Alhambra, Calif.
AU HI ST AH TR

HEINZ MOTOR CO.
1215 N. Palm St., Anaheim, Calif.
HI ST

P-S MOTORS
1105 24th Street, Bakersfield, Calif.
MB

R. F. HACKETT, INC.
2300 H St., Bakersfield, Calif.
AU AH MG MO HI ST

AMBASSADOR MOTORS
2603 Shattuck Ave., Berkeley, Calif.
AU AH MG MO

BRITISH MOTOR CAR DISTRIBUTORS, LTD.
2655 Shattuck Ave., Berkeley, Calif.
AU AH MG MO

C. J. MOTORS
2566 Telegraph Ave., Berkeley, Calif.
TR

LINDQUIST AUTOMOTIVE
Berkeley, Calif.
HI

NORWITT BRITISH CARS
2655 Shattuck Ave., Berkeley, Calif.
JA

OLIVER IMPORTED CARS
2567 Shattuck Ave., Berkeley, Calif.
P VW

COVENTRY MOTORS
9334 Wilshire Blvd., Beverly Hills, Calif.
JA

JACK BERMAN
British Motor Car Co.
9372 Wilshire Blvd., Beverly Hills, Calif.
AU AH MG MO

BARNEY MOTOR SALES, INC.
808 N. San Fernando Blvd., Burbank, Calif.
TR

BURBANK SPORTS CAR CENTER
507 S. San Fernando Blvd., Burbank, Calif.
MO MG

CECIL BURNAUGH
3512 Burbank Blvd., Burbank, Calif.
HI

CHAMBERLAIN & LONG AUTO
4319 W. Olive Ave., Burbank, Calif.
HI

RANCHERO MOTORS, INC.
718 San Fernando Blvd., Burbank, Calif.
MB

HERBERT SCHUBACK
S. & V. Motors, Ltd.
65 California Drive, Burlingame, Calif.
JA AU MG MO

AUTOMOBILES de EUROPA
P. O. Box 1005, Calexico, Calif.
MB

FOREIGN CAR CENTER
4th & Mission Sts., Carmel, Calif.
P VW

LEE CARPENTER IMPORTED CARS
828 E. Compton Blvd., Compton, Calif.
P VW

HAUSKEN MOTORS
1932 Harbor Blvd., Costa Mesa, Calif.
AU AH

CONCORD FARM IMPLEMENT CO.
2086 Concord Ave., Concord, Calif.
VV

HARVEY MAYER MOTORS INC.
2137 Harbor Blvd., Costa Mesa, Calif.
JA TR HI

MARION TOLMAN
P. O. Box 864
Highway 101 at the Y, Crescent City, Calif.
HI ST

TRUSCHEL BROS.
10996 Washington Blvd., Culver City, Calif.
HI ST

FOREIGN CAR SERVICE
800 E. Main St., El Cajon, Calif.
HI

CLEM ATWATER SPORT CARS
15531 Ventura Blvd., Encino, Calif.
MO MG JA HI AU AH P

J-C AUTO REPAIR
17554 Ventura Blvd., Encino, Calif.
HI

BRITISH MOTOR CARS
345 W. 2nd Ave., Escondido, Calif.
HI ST

BRITTSAN MOTORS
701 Fulton Ave., Fresno, Calif.
AU AH TR VW JA MG MO MB

COMMONWEALTH MOTORS, LTD.
748 W. Commonwealth Ave., Fullerton, Calif.
VW MO MG

GAUGH FOREIGN MOTORS
1945 Mono St., Fresno, Calif.
HI ST

CAR P. PURSCHE
16317 S. Vermont Ave., Gardena, Calif.
HI CO

ALFRED BROTHERS
219 W. Colorado, Glendale, Calif.
VV

JOHNNY LAIL
1260 S. Brand Blvd., Glendale, Calif.
AU AH

PETER SATORI IMPORTED CARS, INC.
143 S. Glendale Blvd., Glendale, Calif.
MO MG AU MB AH

PRIES MOTORS
2025 East 14th St., Hayward, Calif.
JA AU AH MG MO

BACON'S IMPORTED CARS
700 Pacific Coast Highway, Hermosa Beach, Calif.
P

RIVIERA IMPORTED CARS
700 Pacific Coast Highway, Hermosa Beach, Calif.
VV

SIPPI AUTO SALES
825 Pacific Coast Highway, Hermosa Beach, Calif.
TR

COMPETITION MOTORS
1219 Vine St., Hollywood, Calif.
VV P

OLYMPIC INTERNATIONAL MOTORS, INC.
5766 Hollywood Blvd., Hollywood, Calif.
MO MG HI

RALPH CUTRIGHT, INC.
5965 Pacific Blvd., Huntington Park, Calif.
VV

SOMNTAG & MEYERS
2717 E. Slauson Ave., Huntington Park, Calif.
HI

CONTINENTAL MOTORS, LTD.
901 North La Brea, Inglewood, Calif.
P VW

BRITISH MOTORS
1101 Wall St., La Jolla, Calif.
JA

HOLMES MOTORS
524 New Grove Ave., Lancaster, Calif.
AU AH

BREWSTER GRAY IMPORTED MOTOR CARS
1111 American Ave., Long Beach, Calif.

CONSOLIDATED MOTOR CO.
600 E. Anaheim St., Long Beach, Calif.
AU AH MG MO

DALE BROWN MOTORS
2441 American Ave., Long Beach, Calif.
TR

GENERAL MOTOR FINANCE
1111 American Ave., Long Beach, Calif.
MO MG

HOLLAND LONG BEACH PACKARD
1427 American Ave., Long Beach, Calif.
HI ST

STOREY-RICKETTS
740 American Ave., Long Beach, Calif.
VV

BELLIN MOTORS
1130 S. La Brea Ave., Los Angeles, Calif.
TR

BRITANNICA MOTORS
2054 S. Sepulveda Blvd., Los Angeles, Calif.
HI

ERIC'S MOTOR SALES
7124 S. Figueroa, Los Angeles, Calif.
HI ST

FOREIGN CAR CLINIC
2421 W. Florence, Los Angeles, Calif.
HI

GOUGH INDUSTRIAL INC.
819 E. First St., P. O. Box 2768, Terminal Annex
Los Angeles 54, Calif.
MO MG AH AU

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

IMPERIAL MOTORS
3001 Crenshaw Blvd., Los Angeles, Calif.
TR ST HI

LARRY REED, INC.
5208 Centinela Ave., Los Angeles 45, Calif.
TR

LIGHT CAR MOTORS
201 N. Western Ave., Los Angeles, Calif.
AU AH HI ST

MELROSE SWEETZER SERVICE
8275 Melrose Ave., Los Angeles, Calif.
HI

MERCEDES-BENZ OF CALIF.
6465 Sunset Blvd., Los Angeles, Calif.
MB

PARKHOUSE MOTORS
181 S. La Brea Blvd., Los Angeles, Calif.
JA TR

BOB ROBERTS
4301 Crenshaw Blvd., Los Angeles, Calif.
MG MO

RABUZZI MOTORS
8951 Venice Blvd., Los Angeles 34, Calif.
AU AH MG MO

SAVIN & SONS
312 S. Soto St., Los Angeles, Calif.
HI ST

UNIVERSAL MOTOR CARS
2956 Crenshaw Blvd., Los Angeles, Calif.
PVW

WEST COAST DISTRIBUTORS, INC.
6030 Wilshire Blvd., Los Angeles, Calif.
RE

WILLIAMSON MOTORS
3153 W. Pico Blvd., Los Angeles, Calif.
MO MG AU AH TR

WILLIAMSON MOTORS
1315 S. La Brea, Los Angeles, Calif.
HI ST

WILLIAMSON MOTORS
3153 W. Pico Blvd., Los Angeles, Calif.
HI ST

BILL MANDER FOREIGN CAR SERVICE
59 Victory Lane, Los Gatos, Calif.
HI

HYDE MOTORS
18 E. Blithedale, Mill Valley, Calif.
HI ST

BENNETT MOTORS
888 Munras Ave., Monterey, Calif.
AU AH MG MO

CLIFFORD T. NUTT
245 W. Foothill Blvd., Monrovia, Calif.
MG MO AU AH ST HI HU RO

LORIN D. LACEY
298 Pearl St., Monterey, Calif.
HI ST TR

WESTCOTT MOTORS
1509 National Ave., National City, Calif.
TR HI ST

FOREIGN MOTORS LTD.
629 Coast Highway, Newport Beach, Calif.
HI

THE EUROPA MOTOR CAR CO.
11055 Ventura Blvd., N. Hollywood, Calif.
PVW

RANCHERO MOTORS, INC.
5101 Lankershim Blvd., N. Hollywood, Calif.
MB

COTTON GOFF
2116 Newport Blvd., Newport Beach, Calif.
VV

BRITISH MOTOR CAR DISTRIBUTORS, LTD.
3068 Broadway, Oakland, Calif.
AU AH MO MG

DICK DYE IMPORTED CARS
1207 44th Ave. at E. 12th St., Oakland, Calif.
TR

JIM MASSA SPORTS CARS
3460 Broadway, Oakland, Calif.
TR

JOHNSON PACIFIC CO.
2901 Broadway, Oakland, Calif.
VV

NORWITT BRITISH CARS
3068 Broadway, Oakland, Calif.
JA

PACIFIC MOTORS OF OCEANSIDE INC.
221 Hill St., Oceanside, Calif.
VV

W. L. BLANCHARD
2160 Montgomery St., Oroville, Calif.
AU AH MG MG

BUSH METCALF
320 S. Oxnard Blvd., Oxnard, Calif.
HI ST

HINKLEY MOTOR SALES
1221 S. Oxnard Blvd., Oxnard, Calif.
AU AH

DARLING'S PALISADES SERVICE
15200 Sunset Blvd., Pacific Palisades, Calif.
HI

NICK PASTOR
496 N. Palm Canyon Drive, Palm Springs, Calif.
AH AU MO MG TR

CONTINENTAL CAR CO.
439 Alma St., Palo Alto, Calif.
HI ST

KRAUS MOTOR CO.
1987 E. Colorado Blvd., Pasadena, Calif.
PVW

PETER SATORI IMPORTED CARS, INC.
325 W. Colorado Ave., Pasadena, Calif.
AU AH MB MG MO JA

WALDRON MOTORS
Main & Canal St., Placerville, Calif.
HI

CATRON MOTORS, INC.
830 E. Holt Ave., Pomona, Calif.
MG MO

FRANK WHITE
230 N. Garey, Pomona, Calif.
TR JA

AL PERNETT IMPORTED CARS
1651 — 8th St., Riverside, Calif.
TR AU AH MG JA MO

E. F. SWEENEY BRITISH CARS
610 Sir Francis Drake Blvd., San Anselmo, Calif.
AU AH MG MO

HAINES MOTORS
1010 Del Paso, Sacramento, Calif.
VV

OXFORD MOTORS SERVICE
2117 Broadway, Sacramento, Calif.
JA AU MG MO P TR

BERING MONROE MOTORS
1000 E. Saselene Ave., San Bernardino, Calif.
MG MO

ED DEMPSEY
1239 East Base Line, San Bernardino, Calif.
HI ST JA

VIEHT & RASMUSSEN
734 El Camino Real, San Bruno, Calif.
VV

NEUFELD & FREEBORN, INC.
770 El Camion Real, San Carlos, Calif.
VV

TRIUMPH MOTOR SALES
1168 El Camino Real, San Carlos, Calif.
TR

BERING MONROE MOTORS
14th at B Sts., San Diego, Calif.
VV

AL ROBINSON MOTORS
1369 B Street, San Diego, Calif.
MB

BRITISH MOTOR SALES CO.
1305 Kettner Blvd., San Diego 1, Calif.
HI AU RO ST JA

SAN DIEGO MOTOR IMPORTS
1701 C Street, San Diego, Calif.
HI VW JA

HAMER MOTORS, INC.
1069 Sepulveda Blvd., San Fernando, Calif.
AU AH

RANCHERO MOTORS, INC.
603 San Fernando, San Fernando, Calif.
MB

ALTARZIAN
1730 Van Ness Ave., San Francisco, Calif.
TR

BAUER AUTO SALES
1585 Valencia St., San Francisco, Calif.
AU AH MO MG

BRITISH MOTOR CAR DISTRIBUTORS LTD.
1529 Van Ness Ave., San Francisco, Calif.
JA HI

CONTINENTAL CAR CO.
1529 Van Ness Ave., San Francisco, Calif.
HI

COVENTRY MOTORS
1529 Van Ness Ave., San Francisco, Calif.
HI

GENE BAKER MOTORS
1529 Mission St., San Francisco, Calif.
HI ST

HYDE MOTORS
817 Columbus Ave., San Francisco, Calif.
TR

JIM GRAHM CO.
2925 Mission St., San Francisco, Calif.
VV

MILLE MIGLIA MOTORS
898 Van Ness Ave., San Francisco, Calif.
MB

NORWITT MOTORS
1740 Market St., San Francisco, Calif.
P

REYNOLD C. JOHNSON CO.
214 Van Ness Ave., San Francisco, Calif.
VV

ROOSES MOTORS
1529 Van Ness Ave., San Francisco, Calif.
HI

CENTURY MOTOR SALES
818 W. Las Tunas Dr., San Gabriel, Calif.
VV

BRITISH MOTOR CENTER LTD.
2180 San Carlos Ave., San Jose, Calif.
JA AU AH MO MG

ED FAWCETT, IMPORTED CAR SERVICE
781 North 13th St., San Jose, Calif.
TR

HARVEY CALAME
721 Willow, San Jose, Calif.
HI CO ST

ROOSE & ORLANDO
63 S. Montgomery St., San Jose, Calif.
HI

BORIACK MOTOR CO.
1330 Monterey St., San Luis Obispo, Calif.
MG MO

IMPORTED SALES & SERVICE
1219 Monterey St., San Luis Obispo, Calif.
TR

MEYER & RAY PACKARD
565 Higuera, San Luis Obispo, Calif.
HI CO ST HU R

SANDY NEILL PACKARD
530 W. 6th St., San Pedro, Calif.
HI CO ST HU R

TOWN & COUNTRY MOTORS
609 Francisco Blvd., San Rafael, Calif.
VV

COMMONWEALTH MOTORS
1219 S. Main St., Santa Ana, Calif.
VV

TONY'S AUTOMOTIVE SERVICE
1701 S. Main, Santa Ana, Calif.
HI CO

PHIPPS MOTORS
233 W. Carrillo St., Santa Barbara, Calif.
MO AU MG AH

THOMAS I. PETERSON
101-107 State St., Santa Barbara, Calif.
MB JA TR HI ST

RIVAL MOTORS
1030 Martin Ave., Santa Clara, Calif.
P

FRY'S GARAGE
644 Ocean Ave., Santa Cruz, Calif.
VW MO MG AU AH

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

BRENTWOOD MOTORS
2610 Wilshire Blvd., Santa Monica, Calif.
HI JA

CUTRIGHT MOTORS
1530 Wilshire Blvd., Santa Monica, Calif.
P MB

FULLERTON-LOADVINE
2121 Wilshire Blvd., Santa Monica, Calif.
AU MG MO AH

MIMMS MOTORS
1811 Santa Monica Blvd., Santa Monica, Calif.
HI

RALPH CUTRIGHT, INC.
1530 Wilshire Blvd., Santa Monica, Calif.
VW

JACK McAFFEE MOTORS
13323 Ventura Blvd., Sherman Oaks, Calif.
VW

NICK PASTOR IMPORTED CARS
3451 Firestone Blvd., South Gate, Calif.
MB HI ST HU RO TR

RICHTER MOTORS, INC.
4055 Firestone Blvd., South Gate, Calif.
AU AH JA

WILLIAM JOSEPH
Crown Motors
1847 N. Wilson Way, Stockton, Calif.
JA HI ST MO MG AU AH

LLOYD E. TEST & CO.
601 N. Hunter St., Stockton, Calif.
TR

THORNTON MOTORS
671 E. Miner St., Stockton, Calif.
VW

ALLIED MOTORS
11524 Ventura Blvd., Studio City, Calif.
HI

HOKIDAY MOTORS, INC.
11647 Ventura Blvd., Studio City, Calif.
TR HI ST

GENE KLEIN MOTORS
12001 Ventura Place, Studio City, Calif.
AU MG AH MO

TURNER'S
309 Sixth St., Taft, Calif.
HI

RANCHERO MOTORS, INC.
7484 Foothill Blvd., Tujunga, Calif.
MB

MARK KING'S GARAGE
903 State St., Ukiah, Calif.
HI ST

A. P. ANDERSON & SON
600 Broadway, Vallejo, Calif.
HI

ART PELIND
14136 Oxnard, Van Nuys, Calif.
HI

GENE KLEIN MOTORS
5511 Van Nuys Blvd., Van Nuys, Calif.
P VW

BRITISH MOTOR CAR SERVICE
356 S. Catalina St., Ventura, Calif.
HI

HARRIS MOTOR COMPANY
2191 Thompson Blvd., Ventura, Calif.
TR

HECK MOTOR CO.
2224 Thompson Blvd., Ventura, Calif.
VW

RICKARD MOTORS
460 E. Vista Way, Vista, Calif.
HI ST

LARRY REED INC.
Centinela at La Tijera, Westchester, Calif.
HI ST

CONTINENTAL MOTORS, INC.
14851 E. Whittier Blvd., Whittier, Calif.
MG MO HI ST JA VW

GLENN'S AUTOMOTIVE
1550 S. Main St., Willits, Calif.
HI ST

COLORADO
SPORTS CAR CENTER
1001 Pearl St., Boulder, Col.
P AU MG MO

IMPORT MOTORS INC.
1608 South Nevada, Colorado Springs, Colo.
JA P MG MO MB

DENVER IMPORTED MOTORS INC.
2610 Alameda Ave. West, Denver, Colo.
VW JA AU MG MO

MAURO MOTOR CO.
4140 Tejon St., Denver, Colo.
MB

SPORTS CARS INC.
988 Cherokee St., Denver, Colo.
P TR HI ST

WORLD MOTORS
2848 North Ave., Grand Junction, Colo.
HI

SOUTH FIFTH GARAGE
1040 S. Fifth Street, Grand Junction, Colo.

CONNECTICUT

RELIABLE MOTOR SALES, INC.
39 Sylvan Ave., Bridgeport, Conn.
AU AH MB VW P HI ST JA

ADLEY MOTORS
1797 Main Street, Bridgeport, Conn.
MO MG TR

ROBERT SHERMAN
Sherman Corner, Chaplin, Conn.
AU AH

TOLM MOTORS
266 Post Rd., Darien, Conn.
MB TR AU AH MO MB P JA VW RE HI ST

BOND MOTORS
Routes 9 & 80, Essex, Conn.
VW

HAROLD & SONS MOTOR SERVICE
178 Kings Highway Cutoff, Fairfield, Conn.
MO MG JA P

TONY MORESCO
Schreiber's Garage, Falls Village, Conn.
MO MG

MORLEE MOTORS, INC.
213 W. Putnam Ave., Greenwich, Conn.
TR AU AH JA P VW MB MG MO HI ST

PALOTTI & POOLE, INC.
549 Wethersfield Ave., Hartford, Conn.
AU AH MO RE HI ST

RUSS SCELI, INC.
80 Maple Ave., Hartford, Conn.
MO MG VW TR P JA MB

WELLS HILL MACHINE CO.
Wells Hill Road, Lakeville, Conn.
AU AH VW HI

MERIDEN MOTOR SALES, INC.
272-285 West Main Street, Meriden, Conn.
MB MO MG AU AH VW TR P JA

WOODS GARAGE INC.
170 S. Main St., New Canaan, Conn.
HI

B & M MOTORS, INC.
183 Grand Ave., New Haven, Conn.
MB RE VW JA P MO MG

BRANDON MOTORS
127 Fitch Street, New Haven, Conn.
MO MG

H. GIMBEL MOTORS, INC.
143 Whalley Ave., New Haven, Conn.
AU AH MO MG HI ST

W. T. JACKSON, INC.
1097 Main Street, Newington, Conn.
MO MG

FAY-MAR MOTORS
37 Boston Post Road, New London, Conn.
TR

ROMEO'S SERVICE STATION
149 Huntington Ave., New London, Conn.
AU AH

NEW MILFORD MOTORCYCLE SHOP
Route 25, New Milford, Conn.
VW P

W.D. WORDEN GARAGE
Route U.S. 7, New Milford, Conn.
AU AH HI

WOODVILLE MOTORS, INC.
Route 25, New Preston, Conn.
JA TR MO MG HI ST

SPORT CAR ENTERPRISES, INC.
130 Connecticut Ave., S. Norwalk, Conn.
AU AH P RE HI

WEIL MOTORS
251 West Thames Street, Norwalk, Conn.
VW

SCOTCH CAP SERVICE
Blvd. Norwich Rd., Quaker Hill, Conn.
RE

KING MOTORS
Route 7, Ridgefield, Conn.
TR MO MG HI

TACOMIC INTERNATIONAL MOTORS
Sharon, Conn.
JA MO MG

TORRINGTON FOREIGN CAR CENTER
1440 East Main St., Torrington, Conn.
VW

SOUTHERN AUTO SALES
Warehouse Point, Conn.
VW

NELSON & ACKERMAN, INC.
1644 Thomaston Ave., Waterbury, Conn.
AU AH

BLUE RIBBON OIL CO.
Waterbury, Conn.
MO MG

FAY-MAR MOTORS
37 Post Rd., Waterford, Conn.
MO MG MB

EUROPEAN MOTORS, INC.
Post Rd. & W. Parish Rd., Westport, Conn.
P MO MG MB JA VW TR

WILTON AUTO SERVICE
178 Danbury Rd., Wilton, Conn.
HI

DELAWARE

AUTOMOTIVE IMPORTERS, INC.
1004 W. 25th Street, Wilmington, Del.
MB AU AH TR MG MO RI P VW JA HI

DISTRICT OF COLUMBIA

HENRY MILLER MOTORS, INC.
1509 Fourteenth St., N. W., Washington, D. C.
VW

HUGHES MOTOR CO.
Maine Ave. & M St. S. W., Washington, D. C.

JACK PRY, LTD.
1507 Fourteenth St., N. W., Washington, D. C.
JA TR P HI ST

MANHATTAN AUTO-KAISER FRAZER, INC.
7th and R Sts., N. W., Washington, D. C.
AU AH MB MG MO P HI

FLORIDA

MARCHANTS GARAGE
712 E. Cleveland St., Clearwater, Fla.
TR

CORONET MOTORS
4004 Ponce de Leon Blvd., Coral Gables, Fla.
TR HI

SEABREEZE MOTORS
635 N. Atlantic Ave., Daytona Beach, Fla.
JA P MO MG VW TR HI ST

FRED LUDINGTON
Ludington Motors
Delray Beach, Fla.
MO MG MB JA VW TR

IMPORTED MOTORS OF FLA.
2609 S. Federal Highway, Ft. Lauderdale, Fla.
MB P TR VW RE MO MG JA AU AH HI

FT. MYERS HUDSON CO., INC.
1959 Lee St., Ft. Myers, Fla.
M MO AU AH JA TR HI ST

M & R USED CARS
201 N. 4th St., Ft. Pierce, Fla.
TR

AL SAGER MOTORS
15 W. State St., Jacksonville, Fla.
VW P MO MG TR AU AH JA HI

WHITE ENGINEERING
757 Park St., Jacksonville, Fla.
AU AH HI

A. H. AUTOMOTIVE SERVICE
1410 N. Federal Highway, Hollywood, Fla.
TR

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

BRILES MOTORS
216 S. 6th St., Leesburg, Fla.
HI

IMPORTED MOTORS
829 N. E. 79th St., Miami, Fla.
MO MG RE HI

TRIUMPH SALES & SERVICE
6110 S. Dixie Highway, Miami, Fla.
TR

VOLKSWAGEN INTERNATIONAL, INC.
6110 S. Dixie Highway, Miami, Fla.
VW

WACO MOTORS
1301 W. Flagler St., Miami, Fla.
MB MO MG P JA

ADAMS MOTORS INC.
260 N. W. 79th St., Miami Springs, Fla.
VW

BRUNDAGE MOTORS, INC.
2-17 Palmetto Dr., Miami Springs, Fla.
VW P

A. J. PIERSON SALES & SERVICE
1024 S. Orange Blossom Trail, Orlando, Fla.
MO MG P JA VW TR AU AH MB HI

SUPERIOR AUTOMOTIVE SERVICE
130 E. Chase St., Pensacola, Fla.
MO MG P MB AU AH

PLAZA LTD.
Box 226, Riviera Beach, Fla.
VW

BRITISH & CONTINENTAL MOTORS
725 Ninth Street S., St. Petersburg, Fla.
MP MG P MB IA TR HI ST

R. J. O'BRIEN
1009 Central Ave., St. Petersburg, Fla.
AU AH VW RE

CUTLER MOTORS
North Trail at 3rd, Sarasota, Fla.
AU AH MG MO MB JA TR HI ST

DUKE MOTORS
1321 S. Monroe St., Tallahassee, Fla.
TR

HOMER HERNDON
3908 Florida Ave., Tampa, Fla.
HI

IMPORT MOTOR CARS
1413 S. Howard St., Tampa, Fla.
MO MG VW TR AU AH JA

CHEZ BOYE IMPORTED CARS
Ocean Dr., Vero Beach, Fla.
TR VW MO MG JA HI ST

CAMPBELL FOREIGN MOTORS, INC.
802 S. Dixie Highway, W. Palm Beach, Fla.
MB JA P HI ST

GEORGE ROBERTS MOTORS
1821 N. Dixie Highway, W. Palm Beach, Fla.
TR VW

SHIP & SHORE MOTORS
701 S. Flagler St., W. Palm Beach, Fla.
MO MG JA

OTT'S
219-221 Third St., S. W., Winter Haven, Fla.
MO MG

SCHMIDT MOTOR SALES
544 W. Fairbanks Ave., Winter Park, Fla.
AU AH MO MG JA

GEORGIA
IMPORT MOTORS LTD.
117 Ponce de Leon Ave., Atlanta, Ga.
P VW MB TR AU AH MO RI MG HI

IMPORT MOTOR CARS
2609 Walton Way, Augusta, Ga.
MG MO RI

FOREIGN MOTORS INC.
921 Reynolds St., Augusta, Ga.
TR VW JA P AU AH MG MO RI HI

ROGERS AUTOMOTIVE SERVICE
30-40 Victory Drive, Columbus, Ga.
RE

IMPORTED CARS INC.
494 Andrews Road, Columbus, Ga.
AU AH MG MO RI

WAREN'S AUTOMOTIVE SERVICE
Lee Street, Kingsland, Ga.
AU AH

JOLLEY MOTORS, INC.
122 E. Broad St., Savannah, Ga.
HI

SPORTS CAR IMPORTS
1205 Bull St., Savannah, Ga.
VW MG MO RI TR AU AH P

IDAHO

IMPORT MOTORS CO.
1600 Front St., Boise, Id.
HI HU ST

JENSON MOTOR SALES,
1119 Grove St., Boise, Id.
RE

MOTOR INN SERVICE,
120 W. Kimball St., Caldwell, Id.
HI

BLAIR HAMMON GARAGE
1240 Broadway, Idaho Fall, Id.
AU AH HI JA MG MO YW

DAHLSTROM AUTO SERVICE,
Pocatello, Id.
AU AH MG MO

ILLINOIS

SPEEDWAY MOTORS
State Rd. at Algonquin Road, Arlington Heights, Ill.
TR VW

LELAND KREID MOTOR CO.
310 State St., Alton, Ill.
VW

DIAMOND T. AURORA
605 Spruce St., Aurora, Ill.
VW

IMPORTED MOTOR CARS
15 S. 19th St., Belleville, Ill.
MO MG VW TR

C. W. FREY & SONS
Washington & Madison Sts., Bloomington, Ill.
VW

HOFFMAN MOTOR CAR CO.
5625 N. Broadway, 65 E. South Water St.
Chicago, Ill.
P MB JA

IMPORT MOTORS OF CHICAGO, INC.
3638 N. Southport Ave., Chicago 13, Ill.
VW

SCHMIDT MOTOR SALES
2537-41 Northwestern Ave., Chicago, Ill.
HI ST

S. H. ARNOLD INC.
415 East Erie, Chicago, Ill.
MO MG RE HI ST

IONA GARAGE
733-39 Chicago Ave., Chicago, Ill.
HI ST

KILBORN'S
201-237 W. Wood St., Decatur, Ill.
TR JA P

MIDWEST CAR & BOAT CORP.
1019 Davis St., Evanston, Ill.
MO MG VW TR

SUBURBAN MOTORS LTD.
502 W. State St., Geneva, Ill.
VW

WM. FLEMING
303 Pennsylvania Ave., Glen Ellyn, Ill.
TR P

IMPORTED MOTOR CAR CO.
214 E. Penn St., Hooperston, Ill.
MB VW JA

P. W. GUSTAFSON Gustafson Motors
100 S. Milwaukee, Libertyville, Ill.
MO MG

NAKE OLDSMOBILE
119 N. Sangamon St., Lincoln, Ill.
VW

FOSTER AUTO SALES
Macomb, Ill.
VW

VAN'S SALES & SERVICE
3940 W. 147th St., Midlothian, Ill.
MG MO VW AU AH HI ST

IMPORTED MOTORS OF OAK PARK
845 Madison St., Oak Park, Ill.
JA VW MB MO MG P

ROBBINS IMPORTED MOTORS
215 Fayette Ave., Peoria, Ill.
MO MG TR VW

HARRY TYRELL MOTOR CO.
3142 Prospect Road, Peoria, Ill.
MB JA

AUTO IMPORTS
415 Chestnut, Rockford, Ill.
VW JA AH TR MO MG P HI

CAPITOL SALES & SERVICE
312 N. 5th St., Springfield, Ill.
MO MG MB P VW JA

IMPERIAL MOTORS
721 Green Bay Road, Wilmette, Ill.
VW P TR

INDIANA

IMPORT MOTORS OF SOUTHERN INDIANA
516 N. College Ave., Bloomington, Ind.
VW TR

MONROE MOTORS
Des Moines, Ind.
VW

INTERNATIONAL MOTOR CAR CO.
539 South New Green River Rd., Evansville, 15, Ind.
TR JA YW

SNOWDEN MOTOR SALES
410 W. Ridge Road, Gary, Ind.
HI

BAUMAN'S AUTO SERVICE
Goshen, Ind.
VW

AUSTGEN MOTOR SALES
5530 Calumet Ave., Hammond, Ind.
VW AU AH

AUTO-IMPORTS, LTD.
422 N. Capitol Ave., Indianapolis, Ind.
VW P MO RI MG JA AU AH MB HI ST

SPORTS CARS UNLIMITED
2835 Northwestern Ave., Indianapolis 23, Ind.
TR

CONTINENTAL MOTORS
1312 E. 10th St., Jeffersonville, Ind.
VW

KNOX AUTO SUPPLY
U.S. 35, 1/2 Mile North, Knox, Ind.
TR

HOSFORD AUTO SERVICE
3614 Mishawaka Ave., South Bend, Ind.
HI

NEWMAN & ALTMAN, INC.
613 S. Michigan Ave., South Bend, Ind.
MO RI MG VW

ARNOLD INDUSTRIES INC.
Warsaw, Ind.
RE

MENZIE MOTOR SALES
210 E. Main Street, Warsaw, Ind.
VW MO MG

IOWA

RED DALE AUTO
229 So. Duff St., Ames, Ia.
VW

EMPIRE MOTORS,
1225 First Avenue, Cedar Rapids, Ia.
MB MG MO P RI VW

HOWARD BUICK
202 Wisconsin Street, Charles City, Ia.
VW

FOREIGN CARS, INC.
325 E. 2nd St., Davenport, Ia.
AU AH JA MB P TR VW

CARS INC.
4050 Urbandale Avenue, Des Moines, Ia.
AU AH MG MO P VW

AUTO ACCEPTANCE,
P.O. Madison, Ia.
VW

EDEN MOTORS
629 S. Riverside Dr., Iowa City, Ia.
RE

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

DOHRING MOTOR CO.
Iowa Fall, Ia.
AU AH

ROLLIE'S CARBURETOR & ELECTRIC SERVICE
511-15 Bluff St., Waterloo, Ia.
VW

KANSAS

MAC'S GARAGE
4512 1/2 dam St., Kansas City, Kan.
RE

E.I. JOE SERVICE
601 Vermont, Lawrence, Kan.
VW

ROY M. HEATH CO.
208-14 N. Santa Fe, Salina, Kan.
AU JA MO RI MG

BEGGS SUPER SERVICE
7th and Ash, Salina, Kan.
VW

SHAWNEE MOTOR CO.
616 Quinn Street, Topeka, Kan.
AU AH

IMPORT MOTORS
138 Laura, Wichita, Kan.
VW MO RI MG

SHINDLER MOTOR CO.
Ninth & Broadway, Wichita, Kan.
AU TR AH P MB JA HI

KENTUCKY

CORNETT INTERNATIONAL MOTORS
Harronds Creek, Ky.
P MB JA VW AU AH MO MG RI HI

MORRIS MOTORS INC.
425 S. 3rd St., Louisville, Ky.
HI ST

LOUISIANA

ALLIED MOTORS
2215 Florida Ave., Baton Rouge, La.
JA RI MG MO MB TR

BRITISH MOTORS
1400 St. Charles Ave., New Orleans, La.
JA TR MO RI MG

INTERNATIONAL AUTO SALES & SERVICE
2308 Tulane Ave., New Orleans, 13, La.
RE P MO RI MG MB TR VW

WASHBURN MOTORS
1201 Barksdale, Shreveport, La.
MO RI MG TR VW

MAINE

ROBERT REYNOLDS
RFD 6, Augusta, Me.
VW AU AH

CHAS. M. HARRIS
99 Winthrop Street, Aukusta, Me.
MG MO RI

FOSTER MOTOR SERVICE
Main & May Streets, Bangor, Me.
HI

J. M. NORRIS MOTOR CO.
93 Franklin St., Bangor, Me.
JA

NORRIS BROTHERS, INC.
15 Oak Street, Bangor, Me.
MG MO HI

AIRPORT GARAGE
Brunswick, Me.
RE

BRITISH AUTO SALES OF AROOSTOOK
74 Sweden St., Caribou, Me.
HI

H. R. DeLAITE AUTO SALES
Bangor Road, Ellsworth, Me.
VW HI

AUTOCENTRE
86-86 Middle Street, Lewiston, Me.
VW

MACES GARAGE & AUTO SUPPLY
Newport, Me.
HI

MORONG BROTHERS
169 Front Street, Portland, Me.
MG MO RI VW AU AH

MARYLAND

JACK PRY, LTD.
1001 Cathedral St., Baltimore, Md.
JA P AU AH MG RI MO TR VW HI ST

TSCHUDY MOTORS
5512 Reisterstown Rd., Baltimore, Md.
RE

PHILLIPS HARDWARE CO.
Cambridge, Md.
VW

POTOMAC MOTOR SALES
111 South George St., Cumberland, Md.,
JA

THOMPSON MOTORS
P.O. 813, 600 Dover, Eastern, Md.
VW

SLIGH MOTORS
Eikton, Md.
VW

SHARRETT MOTORS
Hagerstown, Md.
VW

AUTO SHOW, LTD.
30 E. Baltimore St., Hagerstown, Md.
JA P TR MB

MICONICO GARAGE
Salisbury, Md.
TR

SILVER SPRING AUTO CITY, INC.
9451 Georgia Ave., Silver Springs, Md.
TR HI ST

MASSACHUSETTS

PACKARD ARLINGTON CO.
19 Massachusetts Ave., Arlington, Mass.
HI ST

STATE LINE GARAGE,
Route 7, Ashley Falls, Mass.
VW

ALLEN JAGUAR MOTORS,
848 Southbridge Street, Auburn, Mass.
MB P

HANSEN-MacPHEE ENGINEERING INC.,
314 Great Road, Bedford, Mass.
MG MO P TR VW HI ST

FOREIGN CARS OF BELMONT,
800 Pleasant St., Belmont Mass.
MG MO TR VW

NATHAN B. TUCKER, CO.,
469 Rantoul St., Beverly, Mass.
AU AH VW

SIDNEY BUSHBY
Corner of 1a & 128, Beverly, Mass.
HI

DUDA'S GARAGE,
204 Main Street, Bondsville, Mass.
MG MO TR

BRITISH CONTINENTAL MOTORS,
32 Brighton Ave., Boston, Mass.
TR VW HI ST

CHARLES STREET GARAGE CO.,
144 Charles Street, Boston, Mass.
AU AH RE VW

CRANDALL-HICKS CO.,
910 Commonwealth Ave., Boston, Mass.
MG MO

FOREIGN MOTORS, INC.
1686 Commonwealth Ave., Boston, Mass.
JA MB MG MO P VW

CRESCENT MOTORS,
170 Crescent Street, Brockton, Mass.
MG MO VW HI

TWIN MOTOR SALES & SERVICE, INC.,
800 Crescent St., Brockton, Mass.
JA MG MO P

MORAN BROS.
227 Prospect St., Cambridge, Mass.
HI ST

SEARS AUTO SALES,
Route 6a, East Sandwich, Mass.
JA MG MO

HARMAN MOTOR SALES
P.O. Box. 105 E. Main St., Falmouth, Mass.
HI ST

MAC'S INC.,
Turnpike Rd., Fayville, Mass.
AU AH MG MO TR P VW

DUFOUR'S GARAGE,
356 River Street, Fitchburg, Mass.
AU AH

IMPORT MOTORS
171 River Street, Fitchburg, Mass.
MG MO VW HI ST

HARWICH MOTOR SALES,
Harwich, Mass.
MG MO HI

SMITH'S SERVICE STATION,
455-461 River St., Haverhill, Mass.
JA

PACKARD HOLYOKE MOTORS,
155 Elm St., Holyoke, Mass.
JA MG MO P HI

MATHER MOTORS,
Camp Street—Route 28, Hyannis, Mass.
AU AH HI

PLAISTED-CORNELL MOTOR CO. INC.,
22 Union Street, Lynn, Mass.
MG MO VW

CENTER MOTOR SALES
15 Center Street, Malden, Mass.
AU AH MG MO VW HI

YANKEE SPORTS CAR SALES, INC.,
Marlboro Airport, Marlboro, Mass.
MG MO

TUCKER MOTORS,
12 Atlantic Ave., Marblehead, Mass.
AU AH MG MO

AL'S AUTO SALES & SERVICE,
No. Beach Street, Nantucket, Mass.
VW

JOSEPH GOODMAN INC.,
528 Ashley Blvd., New Bedford, Mass.
AU AH JA MB MO P HI ST

VIC & PAUL'S MOTOR SALES,
207 State Road, North Adams, Mass.
AU AH MG MO

LINCOLN MOTORS INC.
East Washington Street, North Attleboro, Mass.
MG MO

GRAY INDUSTRIES INC.,
817 Country Way, North Scituate, Mass.
MG MO P AU AH

CUTLER AUTO SALES,
125 Bridge Street, North Weymouth, Mass.
VW

H. J. ASPINALL VW SALES & SERVICE,
607 W. Housatonic St., Pittsfield, Mass.
VW

MILTON MOTORS INC.,
184 South Street, Pittsfield, Mass.
MG MO

RALPH D. JONES INC.,
721 Worthington St., Springfield, Mass.
VW

SPORTS CARS INC.,
579 Main St., Springfield, Mass.
AU AH MB MG MO JA P RE TR HI ST

MOHAWK SALES & SERVICE,
540 Columbian St., South Weymouth, Mass.
AU AH

TWOMEY'S GARAGE INC.,
Route 128, South Weymouth Mass.
HI ST

B.V. MOTORS,
10 Douglas St., Uxbridge, Mass.
HI

BROCK MOTORS INC.,
94 Linden Street, Waltham, Mass.
MG MO HI

FOREIGN & SPORTS CARS, INC.,
172 Shrewsbury Street, Worcester, Mass.
MG MO TR HI ST

ALLEN JAGUAR MOTORS,
209 Shrewsbury St., Worcester, Mass.
JA

B.V. MOTORS,
4 May Street, Worcester, Mass.
AU AH MG MO VW HI ST

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

MICHIGAN

NYE MOTOR SALES INC.,
210 W. Washington, Ann Arbor, Mich.
RE

BROCKWAY MOTOR SALES,
791 West Van Buren, Battle Creek, Mich.
VV

FOREIGN CARS ASSOCIATES, INC.
1380 Penobscot Building, Detroit, Mich.
TR

FALVEY MOTOR SALES CO.,
22600 Woodward Avenue, Detroit, Mich.
AU AH J MB MO MO P VW

IMPORT MOTORS, LTD.,
1439 Eastern Ave., S.E., Grand Rapids, Mich.
AU AH JA MB MG MO P TR VW

WOOD MOTORS, INC.
13000 E. Warren St., Grosse Point Woods 30, Mich.
MG MO P

SPORTS CARS OF DETROIT
15201 Kercheval, Grosse Pointe Park, Mich.
AU AH MG MO

TRAVIS MOTORS INC.
219 W. Water Street, Kalamazoo, Mich.
MG MO TR

VOLKSWAGEN LANSING
5122 North Grand River, Lansing, Mich.
VV

BROOKS ENGINEERING
5026 N. Grand River, Lansing, Mich.
AU AH JA MB MG MO P TR HI

CAMPS CARS
2001 Bay City Road, Midland, Mich.
AU AH VW

CHAMPAYNE SERVICE
8th and Western Ave., Muskegon, Mich.
VV

FOSTER'S GARAGE
467 Auburn Avenue, Pontiac, Mich.
RE HI
CARPENTER AUTO IMPORTS
Spring Lake, Mich.
AU AH

GRAND TRAVERSE AUTO CO.
124-134 W. Front, Traverse City, Mich.
RE

SPORTS CARS OF YPSILANTI
23 E. Michigan Ave., Ypsilanti, Mich.
MB P RE TR JA

MINNESOTA

JOHN ASHTON
Austin, Minn.
MG MO

ALL SPORTS INC.
St. Albans Bay, Excelsior, Mass.
HI ST

COLEMAN'S SERVICE INC.
811 Fifth Ave. South, Minneapolis, Minn.
AU

WALKER IMPORTED MOTORS
4317 Excelsior Blvd., Minneapolis, Minn.
TR MB P JA VW MG MO

SPORTS CAR SALES
Moorehead, Minn.
MG MO

TED'S GARAGE
Osakis, Minn.
RE

MARTI MOTORS, INC.
705 South B'way., Rochester, Minn.
JA MG MO

SCHNEIDER MOTORS
Pleasant at Kellogg, St. Paul, Minn.
MB P

FLOYD SIMON MOTOR CO.
Winona, Minn.
MG MO

MISSISSIPPI

EUROPEAN MOTORS
240 Pine Street, Biloxi, Miss.
VV

AUTO CORRAL INC.
Jackson, Miss.
JA

SMITH ORR OIL CO.
Maple St., Laurel, Miss.
JA TR

MILTON SUPPLY CO.
Meridian, Miss.
RE

MISSOURI

INDEPENDENCE CUSTOM BODY SHOP
218 N. Osage, Independence, Mo.
VV

ART'S SPORTS & UTILITY MOTORS
781 Wornall Road, Kansas City, Mo.
MB P

GOANS FOREIGN CAR CENTRE
8016 Paseo, Kansas City 16, Mo.
TR

KANSAS CITY JAGUAR INC.
3203 Troost Ave., Kansas City, Mo.
AU AH J MG MO P TR

RITTER'S AUTOMOTIVE SERVICE
1401 Swift Ave., Kansas City, Mo.
VV

MARTIN MOTORS
417 S. 8th St., St. Joseph, Mo.
AU AH VW

CLAYRICH MOTORS, INC.
1043 Big Bend Blvd., St. Louis, Mo.
JA MG MO VW

JOHN BARRY MOTORS
5625 Gravois, St. Louis, Mo.
MB VW P

CONTINENTAL CAR, LTD.
273 De Baliviere Ave., St. Louis, Mo.
MG MO VW HI

MOTOR SPORTS
9908 Clayton Road, St. Louis, Mo.
P

WEBSTER MOTORS
124 E. Lockwood, Webster Groves, Mo.
VW HI

MONTANA

REYMER MACHINE CO.
115 N. 25th St., Billings, Mont.
JA

KNIEVEL TIRE & SUPPLY CO.
Butte, Mont.
VV

HARRIS MOTORS
Custer, Mont.
RE

FOREIGN MOTORS
1327 Central Ave. West, Great Falls, Mont.
AU AH MG MO JA

BREVIG BODY WORKS
917 Central Avenue, Great Falls, Mont.
AU AH MG MO JA

NEBRASKA

SIMPSON MOTOR IMPORTS
2242 Van Dorn St., Lincoln, Neb.
MG MO VW

LOYAL'S BRITISH MOTORS
2204 Farnam St., Omaha 2, Neb.
JA MB P TR VW

OMAHA IMPORTED MOTORS
814 South 14 St., Omaha, Neb.
MG MO RE

ROTELLA'S
1202 South 24 St., Omaha, Neb.
RE

NEVADA

BONANZA MOTORS
829 South 5th St., Las Vegas, Nev.
TR

GEORGE L. HOLLAND, INC.
1600 E. Fremont, Las Vegas, Nev.
HI ST MB VW

IMPORT MOTORS
1600 Fremont St., Las Vegas, Nev.
JA

ODEN MOTORS
301 West 4th St., Reno, Nev.
HI MB TR P JA VW

NEW HAMPSHIRE

TWIN TOWN MOTORS
416 Glenn Ave., Berlin, N.H.
MO MG

KEEGAN MOTORS INC.
8 Hall St., Concord, N.H.
JA

LANGLEY'S GARAGE
14 Spruce St.
Concord, N.H.
AU AH

RAND MOTOR CO.
W. Main St., Hanover, N.H.
RE

KIP & JOES SALES & SERVICE
Route 3, Holderness, N.H.
P VW

RUSS' GARAGE
238 Church St., Kene, N.H.
MO MG VW

SWEENEY'S GARAGE
147 Winchester St.
Keene, N.H.

HICKOX MOTOR SALES
166 Webster Ave., Manchester, N.H.
AU AH

H. B. LANTZSCH
236 Walnut St., Manchester, N.H.
VV

ROY PRINCE MOTOR CO.
644 Chestnut St., Manchester, N.H.
JA

SEYBELT FOREIGN CARS, INC.
720 Lafayette Rd., Portsmouth, N.H.
HI

INDIAN HEAD MOTORS
68 South Main St., Rochester, N.H.
MO MG

CONTINENTAL MOTORS
Salem, N.H.
MO MG

BOB'S SACYN SERVICE CENTER
Whitefield, N.H.
RE

NEW JERSEY

ALLWOOD MOTORS
880 Bloomfield Ave., Allwood, N.J.
RE HI ST

SPECIALTY MOTORS
701 Pacific Ave., Atlantic City, N.J.
TR JA AU AH MG MO VW HI

GARDNER MOTORS
118 Morristown Rd., Bernardsville, N.J.
VV

TONAKER MOTOR SALES
1 Berkeley Ave., Bloomfield, N.J.
AU AH

SPORTS CAR CENTER
Route 130, Burlington, N.J.
JA MO MG VW HI

ALLWOOD MOTORS
880 Bloomfield Ave., Clifton, N.J.
TR MU AU AH P VW JA HI ST

BROWNE MOTORS INC.
395 Closter Dock Rd., Closter, N.J.
HI

KRATOVILLE SUNOCO SERVICE
Route 46 & Sammis Ave., Dover, N.J.
VV

BEKAGR AUTO SALES CORP.
43 South Harrison St., East Orange, N.J.
AU AH MB MO MG P TR VW JA HI ST

STEIKER MOTORS
10-12 Broadway, East Orange, N.J.
P MO MG AU AH JA HI ST

EDW. K. CUMMING & CO.
4414-416 Morris Ave., Elizabeth, N.J.
MG MO

KINGSFIELD MOTOR SALES
30-32 Demarest Ave., Englewood, N.J.
MO MG JA P AU AH MB HI ST

FRANKLIN FOREIGN CARS, INC.
North Church Street, Franklin, N.J.
AU AH MO MG

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

ED. ROTH & SON
Delsea Drive, Glassboro, N.J.
MG MO

SPREEN'S AUTO SALES
458 Passaic St., Hackensack, N.J.
AU AH

PARKWAY MOTORS
310 So. Egg Harbor Road, Hammonton, N.J.
MG MO

T & T MOTORS, INC.
210 Woodbridge Ave., Highland Park, N.J.
MG MO

CARROL MOTORS, INC.
841 Springfield Ave., Irvington, N.J.
MG MO

VOLKSWAGEN SALES & SERVICE
500 E. Elizabeth Ave., Linden, N.J.
VW P

ESSEJ SPORTS CARS, INC.
479 Valley Street, Maplewood, N.J.
VW

ZENITH SPORT CAR CO.
Rt. 38 & Haddon Field Rd., Merchantville, N.J.
VW MG MO

STICKEL BRUSH MOTORS, INC.
79 Millburn Ave., Millburn, N.J.
AU AH

AVIS GARAGE
Main Street, Monroeville, N.J.
MB VW

HAVELL MOTORS
159 South Street, Morristown, N.J.
AU AH JA MB MG MO TR VW

IMPORTED MOTOR CAR CO.
34 Valley Road, Montclair, N.J.
AU AH JA MG MO P MB HI ST

BEL-AIR MOTORS, INC.
1210 Broad Street, Newark, N.J.
MG MO

CALIFORNIA SPEED & SPORT SHOP
298 Jersey Ave., New Brunswick, N.J.
TR

HANDY MOTORS
321 Handy Street, New Brunswick, N.J.
AU AH JA MG MO P VW HI ST

LEONARD'S GARAGE
409 Madison Ave., New Milford, N.J.
AU AH HI

G & H FARM SERVICE, INC.
119 Water Street, Newtown, N.J.
MG MO

A & G MOTORS, INC.
82 South Main Street, Ocean Grove, N.J.
AU AH MG MO HI ST

SIEGFRIED MOTORS
319 Grand Ave., Palisades Park, N.J.
VV

CALDER DELROY SPEED PARTS, INC.
U.S. Route 46, (Near River Dr.) Paterson, N.J.
VV

WM. O. TAYLER MOTOR SALES
149 Fifth Ave., Paterson, N.J.
AU AH VW

GOODWIN MOTOR CORP.
115 East Fifth Street, Plainfield, N.J.
VV

SUBURBAN MOTORS, LTD.
630 S. Ave., Plainfield, N.J.
AU AH JA MB MG MO P TR HI ST

VAN CULIN MOTORS, INC.
609 Bay Ave., Point Pleasant Beach, N.J.
AU AH JA MG MO TR VW HI ST

LAHIERE'S GARAGE
1523 Spring St., Princeton, N.J.
RE

PRINCETON CONTINENTAL MOTORS, LTD.
259 Nassau St., Princeton, N.J.
JA MG MO TR

MARTIN KAISER-FRAZER SALES, INC.
464 St. Georges Ave., Rahway, N.J.
HI

MATHEWS BROS.
Newman Springs Rd., Red Bank, N.J.
JA MG MO HI ST

ALLWOOD MOTORS
22 Franklin Ave., Ridgewood, N.J.
AU AH JA MB MG MO P TR VW HI ST

BUFF MOTORS
Shrewsbury Road, Shrewsbury, N.J.
MB P TR VW

LOUIS ARUTA SALES & SERVICE
Somerville Circle, Old Route 29, Somerville, N.J.
VV

HETMAN WAGNER
Bridge Road, South River, N.J.
MG MO

JAMES GERMAN SUMMIT PACKARD
298 Broad St., Summit, N.J.
HI ST

HOOPER MOTORS

300 Homan & Maple Ave., Trenton, N.J.
JA MB MG MO P VW HI ST

O'KEEFE MOTORS, INC.
403 Samuel St., Trenton, N.J.
HI

ERNIE'S AUTO SERVICE
410 North 4th St., Vineland, N.J.
VV

WASHINGTON MOTORS
Route 30 & Pershing Ave., Washington, N.J.
TR

NEW YORK

BRITISH SPORTS CARS
Church St., Alexandria Bay, N.Y.
MO MG JA

MONFER MOTORS, LTD.
340 Merrick Rd., Amityville, N.Y.
MO MG AU AH JA TR P HI ST

BABYLON MOTORS
345 Little Neck Rd., Babylon, N.Y.
AU AH TR MG MO

BILL FRICK MOTORS
1000 Sunrise Highway, Baldwin, N.Y.
RE

PINE LAKE GARAGE
Montauk Hwy. & McCall Ave., Bayshore, N.Y.
HI

HEGARTY MOTORS
241-01 Jamaica Ave., Bellerose, N.Y.
RE AU AH HI

RIGHTWAY SERVICE
271 Central Ave., Bethpage, N.Y.
AU AH

BINGHAMTON AUTO SALES
22 Lewis St., Binghamton, N.Y.
AU AH

BARDOE LINCOLN-MERCURY, INC.
214 Main St., Binghamton, N.Y.
TR

HENRY CARROLL, INC.
272 Court St., Binghamton, N.Y.
MO MG JA MB

VAN SCOV MOTORS, INC.
Brewster, N.Y.
TR

FAIR TRADE AUTO SERVICE
1940 Jerome Ave., Bronx, N.Y.
P AU AH JA HI ST RO

STRANS AUTO SALES CORP.
1474 Jerome Ave., Bronx, N.Y.
VV

BROOKLYN SPORTS CAR CENTER
1775 Coney Island Ave., Brooklyn 30, N.Y.
MB P AU AH JA TR HI ST

METEOR MOTORS, INC.
923-25 39th St., Brooklyn, N.Y.
6

VANDERVEER MOTORS SALES INC.
1620 Flatbush Ave., Brooklyn, N.Y.
AU AH

VOLKSWAGEN OF BROOKLYN
153-157 Hamilton Ave., Brooklyn, N.Y.
VV

S. A. COLE Buchanan Garage
179 Lindsay Ave., Buchanan, N.Y.
AU AH

AHR & COMPANY SPORTS CARS
1509 Hertel Ave., Buffalo 16, N.Y.
TR P JA MB

AUTO LAND, INC.
1349 Main St., Buffalo, N.Y.
AU AH

KELLY'S VW SALES & SERVICE
2360 Bailey Ave., Buffalo, N.Y.
VW

HUNT IMPORTED CARS
111 W. Mohawk, Buffalo, N.Y.
MO MG P MB JA HI ST

EARLE MOTORS, LTD.
King St., Chappaqua, N.Y.
VV

GREENE COUNTY MOTOR CORP.
Highway 9-W, Catskill, N.Y.
JA MO MG

GROVE STREET AUTO SERVICE
699 Central Ave., Cedarhurst, N.Y.
HI

ACE MOTORS
1164 Merrick Road, Copiague, N.Y.
AU AH

LEONARD WAGNER MOTOR SALES
4978 Broadway, Depew, N.Y.
VV

IMPERIAL CENTER MOTORS
310 Rigsbee Ave., Durham, N.Y.
JA

EAST MEADOW MOTOR SALES, INC.
2204 Hempstead Turnpike, East Meadow, N.Y.
RE AU AH

MARK OSBORN
Main St., East Moriches, N.Y.
MO MG HI ST

HENRY CARROLL, INC.
3124 E. Main St., Endwell, N.Y.
MB VW MO MG P

ISLAND MOTORS
8302 Queens Blvd., Elmhurst, N.Y.
MB P JA AU AH RE VW HI ST

H.R. AMACHER & SONS
217 Madison St., Elmira, N.Y.
AU AH VW HI ST

J. & H. SERVICE STATION
1075 Hempstead Turnpike, Elmont, N.Y.
HI

M. G. SALES & SERVICE
Montgomery Road, Dewitt
R.F.D. 1, Fayetteville, N.Y.
MO MG VW

DIARD MOTORS
117 Plainfield Ave., Floral Park, N.Y.
HI

WOLF & JASEN MOTOR CORP.
98-36 Queens Blvd., Forest Hills, N.Y.
TR

BALPORT SALES & SERVICE, INC.
425 W. Sunrise Highway, Freeport, N.Y.
MB JA P

BILL FRICK MOTORS, INC.
149 E. Sunrise Highway, Freeport, N.Y.
AU AH TR

THOMAS G. FAY, INC.
180 W. Sunrise Highway, Freeport, N.Y.
MO AU MG VW AH HI

MOHAWK MOTOR CO., INC.
W. Hamilton St., Geneva, N.Y.
MO MG

BROMLEY AUTO SALES, INC.
Warren St., Glens Falls, N.Y.
VV MO MG HI ST

KINGSBORO MOTORS
200 Kingsboro Ave., Gloversville, N.Y.
MO MG MB VW

MAJOR RICHARD D. SEDDON, STD.
200 Northern Blvd., Great Neck, N.Y.
HI AU AH MO MG

MORRIE MOTORS
363 Great Neck Rd., Great Neck, N.Y.
AU AH

ALEXANDER & MANN MOTOR CO.
234 Commerce Place, Greensboro, N.Y.
JA

NORTH SHORE SPORTS CARS
Northern Blvd., Greenvale, N.Y.
P JA MO MB MG

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

PERFORMANCE MOTORS, LTD.
Route 9-W, Haverstraw, N.Y.
MO MG HI

HEMPSTEAD AUTO CO.
46 Fulton Ave., Hempstead, N.Y.
P MB JA MO MG AU AH

PACKARD HEMPSTEAD INC.
283 N. Franklin St., Hempstead, N.Y.
HI

E & F MOTOR CAR SALES & SERVICE
Sayre St., Horseheads, N.Y.
AU AH

GREEN COUNTY MOTOR CORP.
59 Fairview Ave., Hudson, N.Y.
MO MG

HARRY L. MILLS
243 New York Ave., Huntington, N.Y.
AU AH

NEIL BURGESS CO.
484 New York Ave., Huntington, N.Y.
MO MG

FEARN MOTORS
Railroad Plaza, Huntington Sta., N.Y.
P MB VW RE AU MO MG AH HI ST

ANDY SOYRING
108 E. Clinton St., Ithaca, N.Y.
HI

ITHACA MOTOR CO.
327 E. State St., Ithaca, N.Y.
TR MO MG

RIPLEY MOTOR CO.
602 W. Seneca St., Ithaca, N.Y.
VW JA MO MG P

HILLSIDE SMALL CAR
139-24 Hillside Avenue, Jamaica, N.Y.
VW

STATESIDE IMPORTED CARS
Corner Foote & Newland Ave., Jamestown, N.Y.
MB MO MG VW

BOB NADLER, INC.
515 Albany Ave., Kingston, N.Y.
P JA

NEMITH AUTO CO.
Traffic Circle, Route 9, Latham, N.Y.
TR JA P MB MO MG HI ST

BROOKHAVEN MOTORS
336 Rockaway Turnpike, Lawrence, N.Y.
RE

EUROPEAN SALES & SERVICE
Teeds Corner, Leicester, N.Y.
AU AH

DECKERTOWN GARAGE, INC.
Route 17, Livingston Manor, N.Y.
AU AH

QUEENSBORO MOTORS CORP.
32-49 49th St., Long Island City, N.Y.
VW

ROOTES MOTORS
42-32 21st St., Long Island City, N.Y.
HI

JACK'S LYONS MOTORS
Lyons, N.Y.
TR

DUFRAINE'S MOTOR SALES
417 E. Main St., Malone, N.Y.
MO MG

STARK MOTORS
110 W. Seneca St., Manlius, N.Y.
MO MG

LUKOW MOTORS
Margaretville, N.Y.
MO MG

MORRIS GARAGE
Maryland, N.Y.
AU AH MO MG

T. A. RICHARD
East Orvis St., Massena, N.Y.
MO MG

DAVID B. ALFORD
Imported Motors
Middleburgh, N.Y.
AU AH

M. V. MOTORS, LTD.
360 Jericho Turnpike, Mineola, N.Y.
P AU AH MO MG

KAPITO BROS.
Monticello, N.Y.
MO MG HI

FRANK'S AUTO SALES
Route 17K, Montgomery, N.Y.
P VW MB JA MO MG HI ST

MACDOUGALL SALES & SERVICE
2 East Ave., Newark, N.Y.
MO MG

LAKEVILLE MOTORS
167 Lakeville Rd., New Hyde Park, N.Y.
RE

JULIUS E. MAYER
149 Main St., New Rochelle, N.Y.
VW

SEACORD BROS.
371 North Ave., New Rochelle, N.Y.
JA AU AH MO MG HI

BRISTOL MOTORS
413 E. 92nd St., New York, N.Y.
VW AU AH HI

FERGUS MOTORS
444 W. 55th St., New York, N.Y.
AU AH RE HI

FIFTH AVENUE MOTORS, INC.
11 East 58th St., New York, N.Y.
VW

FINA'S IMPORTED MOTOR CAR
147 W. 54th St., New York, N.Y.
AU AH TR

HOFFMAN MOTOR CAR CO., INC.
487 Park Ave., New York, N.Y.
JA

J. S. INSKIP, INC.
304 E. 64th St., New York 21, N.Y.
MU MG

MERCEDES-BENZ DISTRIBUTORS, INC.
443 Park Ave., New York 22, N.Y.
MB

ROCTES MOTORS
505 Park Ave., New York City, N.Y.
HI

VAUGHN MOTORS, INC.
1741 Broadway, New York, N.Y.
TR

LENZ
1110 Main St., Niagara Falls, N.Y.
VW MB JA MO MG P TR HI ST

VERNON SERVICE STATION
Northport, N.Y.
AU AH

RUSSELL ELLIOTT
Elliott Sales & Service
3274 Long Beach Rd., Oceanside, N.Y.
AU AH MU MG

RICKETTS SALES & SERVICE
116-124 Lake St., Ogdensburg, N.Y.
TR

BREWSTER AUTOMOBILES CORP.
Berry Hill Rd., South St., Oyster Bay, N.Y.
HI ST RO MO MG MB JA VW P

OYSTER BAY GARAGE
67 W. Main St., Oyster Bay, N.Y.
AU AH

PICCOL MOTORS, INC.
9229 Rockaway Blvd., Ozone Park, N.Y.
AU AH JA P MB VW HI ST

SOUTH BAY PONTIAC MOTORS INC.
252 E. Main St., Patchogue, N.Y.
JA

SPORTS CAR SALES, INC.
31 State St., Pittsford, N.Y.
MB AU AH JA MO MG VW P

HAROLD OSBORNE
1505 Main St., Peekskill, N.Y.
VW

BRIGGS-SMITH CONTINENTAL MOTORS
Route 44, Pleasant Valley, N.Y.
MO MG VW MB

Laura LOSEE
P.O. Box 309, Port Ewen, N.Y.
VW

JOHNSON MOTOR CO.
122 Main St., Port Washington, N.Y.
MG MO RE HI ST

SHORE ROAD SERVICE STATION, INC.
79 Shore Road, Port Washington, N.Y.
P AU AH VW

PERRY PACKARD, INC.
605 Main St., Poughkeepsie, N.Y.
JA MB P

CHARLES J. WEIS, INC.
213-16 Jamaica Ave., Queens Village, N.Y.
VW

FAIRWAY GARAGE
East Main St., Riverhead, N.Y.
MO MG

CHURCHILL MOTORS, INC.
110 Mount Hope Ave., Rochester, N.Y.
P MB JA

J. MORRISON BETTER CARS, INC.
369 Atlantic Ave., Rockaway, N.Y.
VW

IMPORTED MOTORS, INC.
100-A Sunrise Highway, Rockville Center, N.Y.
P VW

BILL FRICK MOTORS
1000 Sunrise Highway, Rockville Centre, N.Y.
TR MO MG

IMPORTED BRITISH AUTOMOBILES, INC.
524 W. Court St., Rome, N.Y.
TR MO MG VW

BILTMORE MOTORS, INC.
1025 Post Road, Rye, N.Y.
AU AH

FISHER MOTOR CO.
28 woodruff St., Saranac Lake, N.Y.
MO MG

BIANCO MOTORS, INC.
P. O. Box 243, Sayville, N.Y.
VW

MODERN AUTO REFINISHERS
284 W. Main Street, Sayville, N.Y.
HI

RIVERSIDE AUTO & MARINE CO.
4066 Merrick Rd., Seaford, N.Y.
HI

CAIN MOTOR SALES
E. Genesee St., Skaneateles, N.Y.
MB AU AH VW JA MO MG TR P
HI ST

EMPIRE AIRCRAFT SALES CORP.
36 Main St., Spring Valley, N.Y.
RE

HOFMANN MOTORS
Smithtown Blvd. & Summit Drive, Smithtown, N.Y.
MO MG VW

DOERING BROS.
32 Windmill Lane, Southampton, N.Y.
VW HI ST

SYD'S AUTO SERVICE
N. Sea Rd., Corner Hills Lane, Southampton, N.Y.
HI

DELAWARE COUNTY MOTORS, INC.
Main St., Stamford, N.Y.
MO MG

CAIN MOTOR SALES
457 James St., Syracuse, N.Y.
MO MG TR HI ST

LARRY HANEY'S CARS
3547 James St., Syracuse, N.Y.
AU AH

SAGAN'S SERVICE
350 Uniondale Ave., Uniondale, N.Y.
P VW

NEMITH AUTO CO.
2350 Fifth Ave., Troy, N.Y.
MO MG

RELIABLE AUTO SERVICE
327 Catherine St., Utica, N.Y.
MO MG

WOODWARD MOTORS, INC.
Hotel Hamilton, Utica, N.Y.
VW

J. E. F. REPAIR SERVICE
Sunrise Highway & 1st St., Valley Stream, N.Y.
AU AH HI

VALSTREY SERVICE CORP.
145 East Merrick Rd., Valley Stream, N.Y.
VW

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

BRUCE BUICK
Warrensburg, N.Y.
JA

LESTER SMALLEY, Smalley's Garage
204 S. Franklin St., Watkins Glen, N.Y.
TR MO MG

C. F. TALLMAN, Square Deal Garage
Watervliet, N.Y.
AU AH HI ST

P. B. & B. ENGLISH AUTO SALES
6 W. Hanover, Wellsville, N.Y.
MO MG

FOREIGN CARS OF ROCKLAND
Route 59, West Nyack, N.Y.
P VW MB JA AU AH MO MG HI ST RO

INTERNATIONAL MOTOR SALES LTD.
825 N. Broadway, White Plains, N.Y.
RE MO MG

HOWARD HOLMES, INC.
175 Main St., White Plains, N.Y.
VW

HUGH S. JENKINS
25 Martine Ave., White Plains, N.Y.
AU AH MO MG HI ST

SHAMROCK MOTORS INC.
19 East Post Rd., White Plains, N.Y.
MO MG MB TR JA P HI

MOMO CORP.
33-49 55th St., Woodside, N.Y.
AU AH

SCHUMACHER AUTO PARTS
575 Yonkers Ave., Yonkers, N.Y.
MD MG VW AU AH P

NEW MEXICO

BRADFORD MOTORS
120 N. Oak St., Albuquerque, N.M.
RE

S-P MOTORS INC.
7700 Central Ave., N.W., Albuquerque, N.M.
HI HU JA ST TR

IMPORT MOTORS, INC.
610 Central Ave., S.E., Albuquerque, N.M.
MG MO P

R. J. STENHOLTZ & CO.
587 Kiva St., Los Alamos, N.M.
P

NORTH CAROLINA

ASHEVILLE MACK DIST.
45 Merriman Ave., Asheville, N.C.
TR

GENE OCHSENRIETER INC.
77 Cox Ave.,
Asheville, N.C.

IMPERIAL MOTORS
621 West Morehead, Charlotte, N.C.
JA AU AH MG MO HI

S. ALEXANDER AUTO SERVICE
1127 E. 4th Street, Charlotte, N.C.
RE

D. BARBEE IMPERIAL MOTORS
310 Rigsbee Ave., Durham, N.C.
AU MG MO HI ST JA

ALEXANDER AND MANN MOTOR CO.
234 Commerce Place, Greensboro, N.C.
P TR VW RE MG MO MB AU HI JA

EASTERN MOTOR INC.
217 N. 3rd St., Wilmington, N.C.
MB HI ST

BANSON SERVICE CO.
1001 S. Marshall St., Winston Salem, N.C.
RE

NORTH DAKOTA

JENSEN BOY SHOP
618 Demers Ave., Grand Forks, N.D.
RE

GILBERT HORTON, Sportscar and Import Motors
Jamestown, N.D.
MO MG

KAM'S CYCLE SALES
Grafton, N.D.
MG MO

OKLAHOMA
C. S. TROSPER
4608 Northwestern, Oklahoma City, Okla.
RE

THOROUGHBRED CAR CO.
4217 N. Western, Oklahoma City, Okla.
JA P HI VW MB MG RO

CORLETT MOTOR SPECIALTIES
1002 North 3rd St., Ponca City, Okla.
P

A & M MOTORS
1401 E. 3rd St., Tulsa, Okla.
TR RE

OHIO
MALOY MOTOR CO.
406 W. Exchange St., Akron, O.
JA P

RAY THORN GARAGE
40 N. Summit, Akron, O.
HI

SPORTS CARS OF AKRON, INC.
856 W. Exchange St., Akron, O.
AU AH VW RE MO MG HI

HEITSMAN MOTOR CO.
1222 N. Union Ave., Alliance, O.
JA

DAVIS SALES & SERVICE
Box 3, Rt. 1, Brookfield, O.
TR JA P MO MB MG VW AU AH HI

EUGENE CHENAULT
3528 Irving St., Avondale, Cincinnati, O.
HI

RAYMOND MOTORS, LTD.
Shawnee Run Rd. & Miami St., Cincinnati, O.
AU AH VW MG MO JA P TR MB HI

JAGUAR-CLEVELAND MOTORS, INC.
3020 Mayfield Road, Cleveland, O.
MO MG MB VW JA P AU AH HI ST

M. G. MOTOR SALES
17710 Detroit Ave., Cleveland, O.
VW

QUALITY AUTO SALES, INC.
6501 Carnegie Ave., Cleveland, O.
AU AH

BRITISH MOTOR MART
2451 N. Star Road, Columbus, O.
JA

COLUMBUS SPORTS CAR CO.
1855 N.W. Blvd., Columbus, O.
AU AH MG MO MB JA VW

MIDWESTERN V. W. CORP.
1857 Northwest Blvd., Columbus, O.
VW

MOTOR IMPORTS, INC.
431 Wayne Ave., Dayton, O.
MG MO TR P VW RE JA HI

HOLLYWOOD AUTO ACC.
621-25 S. Jefferson St.,
Dayton, O.

SPORTS CARS, INC.
30 E. Main St., Fairborn, O.
TR MB VW P

DWIGHT AUSTIN & ASSOC.
600 Magadore Rd., Box 327, Kent, O.
RE

FAGEOL MOTOR CAR SALES CO.
850 Main St., Kent, O.
P

MG MOTOR SALES
17710 Detroit Ave., Lakewood, O.
MB MG MO TR P JA

GLENN WALRAVEN
1111 N. Main St., Marion, O.
JA

STARK SPORTS CARS, INC.
Massillon, O.
JA TR VW

LANDIS O'BRIEN
14½ Schonhardt St., Tiffin, O.
TR JA MO MG

CORPUS MOTORS
145 Madison St., Tiffin, O.
MB P

IMPORTED MOTORS
5874 Dorr St., Toledo 7, O.
JA TR VW P MO MG AU AH MB

OREGON
MASON'S AUTO CLINIC
2080 Second St., Baker, Ore.
HI

BRITISH MOTORS
1023 N. E. Canyon Rd., Beaverton, Ore.
JA HI ST

ELLIS SERVICE
BURNS, ORE.
HI

MERCER & ASHENFELTER
Concon, Ore.
HI

EDDIE'S FOREIGN CAR SERVICE
5th & Madison, Cottage Grove, Ore.
HI ST

JACK & GEE MOTORS
1668 Willamette, Eugene, Ore.
VW

SHIPPARD MOTORS
10th & Oak Sts., Eugene, Ore.
JA AU AH MO MG HI ST TR

FRONT STREET GARAGE
Florence, Ore.
HI ST

JIM CHAPMAN AUTOMOTIVE SERVICE
Hillsboro, Ore.
HI

MAURYS FOREIGN CAR SERVICE
222 S. Sixth St., Klamath Falls, Ore.
VW

JOSEPH SALES CO.
Joseph, Ore.
HI

PAUL BUNYAN CO.
1602 Cove Ave., La Grande, Ore.
HI TR

WHITE'S
36 S. Bartlett S., Medford, Ore.
TR HI ST

FOREIGN MOTORS SALES & SERVICE
1201 N. Riverside Ave., Medford, Ore.
JA TR HI ST

MOTOR CARS LTD.
722 S. W. 18th Ave., Portland, Ore.
JA MO MG AH AU RE

RIVIERA MOTORS INC.
1301 W. Burnside, Portland, Ore.
VW

BRITISH CAR SALES
2085 N. Capital, Salem, Ore.
AU AH MO MG

HARRY EVERLY
4525 S. Pacific Highway (99 East), Salem, Ore.
VW

PENNSYLVANIA

BREWER & KUHNS
387 Linden St., Allentown, Pa.
AU AH MG MO HI

RALPH E. SCHATZ
1106 Court St., Allentown, Pa.
HI ST

EBERSOLE MOTORS INC.
Allentown, Pa.
VW

W. J. HARRIS & SON
104 South Main St., Athens, Pa.
MG MO

BERWYN AUTO BODY CO.
Lancaster Ave., Berwyn, Pa.
ST

RIDDLE AUTO SERVICE STATION
Siegel Rd., Brooksville, Pa.
AU AH JA P

PAVIOL'S GARAGE
254 E. High St., Carlisle, Pa.
RE

SPORT CARS INC.
572 Lancaster Ave., Bryn Mawr, Pa.
JA MB MG MO P TR VW

INTERNATIONAL MOTORS
810 Germantown Ave., Chestnut Hill, Pa.
P

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

D. E. MEEKER, Kunkle Motors
Luzerne County, Pa.
Dallas, Pa.
AU AH MG MO

FABIAN & TOWNE
Route 309, Coopersburg, Pa.
AU AH

FLOYD L. JONES INC.
R. D. 2, Easton, Pa.
P MB

WILSON AUTO IMPORTS SALES & SERVICE
24-30 Butler St., Easton, Pa.
VW

MORANO BROS. INC.
611 Bethlehem Pike., Erdheim, Pa.
HI

A. LOUIS STRAUS
127 E. 12th St., Erie, Pa.
AU AH JA MB MO TR VW HI ST

SPEEDCRAFT ENTERPRISES
Route 30, Lincoln H'wy., Exton, Pa.
JA MB MG MO P TR VW

REED MOTOR SALES
825 7th Ave., Ford City, Pa.
MG MO

COUNTY AUTO SALES
Greensburg, Pa.
JA

OLIMMITI CONTINENTAL MOTORS
403 New Alex Rd., Greensburg, Pa.
P

FOREIGN MOTOR SALES
436 S. Cameron St., Harrisburg, Pa.
AU AH MB JA MG MO P

HARRISBURG-NASH INC.
100 N. Cameron St., Harrisburg, Pa.
HI

GEORGE K. MAGINNIS
2936 Easton Rd., Horsham, Pa.
HI

SELL MOTOR CO.
400 Franklin St., Johnstown, Pa.
JA MG MO TR P VW

GOODWIN AUTO CO.
65 K Wyoming Ave., Kingston, Pa.
MG MO HI ST

GOODWIN AUTO CO.
651-653 Wyoming Ave., Kingston, Pa.
JA P VW

N. R. CILIBERTI
601 E. Main St., Kutztown, Pa.
TR AU AH MB JA P VW MG MO HI

GILCORE AUTO
Lititz Pike, Lancaster, Pa.
AU AH MG MO

FOREIGN CAR & CYCLE SALES
Cowpath Rd., Lansdale, Pa.
P

McGINNIS FOREIGN MOTOR SALES
Langsdale, Pa.
JA TR VW JA P MG MO

Y.B.H. SALES & SERVICE
3105 Westchester Pike—Newton Sq., Larchmont, Pa.
AU AH JA MB P VW MG MO HI

HAMILTON'S AUTO SALES
3331 N. 3rd St., Lemoyne, Pa.
HI

H. A. BOYD
Mill & Wolf Streets, Manheim, Pa.
VW

COUNTY CARS, INC.
294 E. Baltimore Ave., Media, Pa.
MG MO JA P MB

TAYLOR MOTORS
Route 309, Montgomeryville, Pa.
RE

FRED H. KOPENHAVER
Butchers Lane, Wash. Sq., Norristown, R.D., Pa.
MG MO

LaMONT SERVICE STATION
Main & Montgomery Ave., Norristown, Pa.

FOREIGN CAR DIST.
4640 N. Broad St., Philadelphia, Pa.
JA P TR VW MB HI ST

MORANO BROTHERS
611 Bethlehem Pike, Erdheim, Pa.
TR

RED LION GARAGES
2526 Greene St., Phila., 44, Pa.
P

ROYSTON DISTRIBUTORS, INC.
561 N. 20th St., Phila., Pa.
MG MO

VOLKSWAGEN INTERNATIONAL MOTOR CO.
8100 Germantown Ave., Phila., Pa.
VW

WILKE MOTORS
6919 Frankford Ave., Phila., Pa.
VW

HUGUS EUROPEAN CARS INC.
2015 Saw Mill Run Blvd., Pittsburgh, Pa.
AU AH MB VW JA TR P MG MO

IMPORTED MOTOR SALES CO.
357 N. Craig St., Pittsburgh, Pa.
AU AH

YORK MOTORS
5866 Baum Blvd., Pittsburgh, Pa.
RE

THOMAS MOTORS, INC.
1470 High St., Pottstown, Pa.
MG MO

MILLER MOTOR CO., INC.
22nd & W. Market St., Pottsville, Pa.
TR

SIMMS-MARTIN INC.
P.O. Box 42, Saylersburg, Pa.
P MG MO

EUROPEAN MOTORS
Route 74, Rossville, Pa.
VW

FRANK W. WUFFMANN
Scenery Hill, Pa.
MV JA MG MO

BOB MILLER SERVICE CENTER
R.D. 1, Shamokin, Pa.
MG MO

WEISER MOTORS
R.D. 1, State College, Pa.
JA MG MO RE TR VW

T. W. CHAPMAN
Strattonville, Pa.
MG MO

RODGERS MOTORS
201 N. 9th St., Stroudsburg, Pa.
AU AH MG MO

BOB CRON MOTORS
327 W. Central Ave., Titusville, Pa.
HI ST

DEPENDABLE AUTOS
Trooper, Pa.
MG MO

BLACKMAN KEYSTONE GARAGE
1511 Pennsylvania Ave., Warren, Pa.
MG MO TR

HOLBERTS GARAGE & SALES
Route 611, Warrington, Pa.

HORSELESS CARRIAGE SALES
57 W. Strawberry Ave., Washington, Pa.
JA MB P VW MG MO

BILLCO SPORTS CAR CO.
Perry Highway, Wexford, Pa.
P TR MB VW JA

JOHNSON MOTOR SERVICE
45-49 Barney St., Wilkes Barre, Pa.
AU AH

LOGAN MOTOR CO.
901 S. Queen St., York, Pa.
MB MG MO HI

RHODE ISLAND

MARLEY MOTORS LTD.
1776 Post Road, Hillsdale, R.I.
HI ST

MIDDLETOWN MOTOR SALES
853 W. Main Rd., Middletown, R.I.
VW

RAY'S AUTO SALES
38 N. Broadway, Newport, R.I.
AU AH MG MO HI

FOREIGN CARS LTD. OF R.I.
676 Elmwood Ave., Providence, R.I.
JA MB P TR VW

J. S. INSKIP, INC.
355 Broad St., Providence 7, R.I.
AU AH MG MO

SAVARD MOTORS
33 Maple St., Riverside, R.I.
MG MO RE VW HI ST

MARLEY MOTORS, INC.
1776 Post Road, Warwick, R.I.
MG MO TR

SOUTH CAROLINA

MARVIN MURDAUGH MOTORS
510 Meeting Street, Charleston, S.C.
AU AH JA MB MG MO RE HI ST

BEARD'S GARAGE
2113 Green St., Columbia, S.C.
RE

GIBBES MACHINERY CO.
P.O. Box 1020, Columbia, S.C.
AU AH JA MB MG MO YW

SOUTH DAKOTA

ROCKET SALES CO.
2600 W. Main St., Rapid City, S.D.
HI

NEIL NESSA, Nessa Motor Co.
Sioux Falls, S.D.
MG MO

DRIES MOTOR CO.
Sturgis, S.D.
MG MO

TENNESSEE

SOUTHLAND MOTORS
3021 S. Broad St., Chattanooga, Tenn.
MO MG AU AH JA HI

SNIDER MOTORS
529 N. Gay, Knoxville, Tenn.
TR MG MO P AU AH JA MB RE VW HI ST

SMALL CAR MOTORS
3003 Summer Ave., Memphis, Tenn.
AU AH MG MO P TR VW

MOUNTCASTLE IMPORT MOTORS
1501 Broadway, Nashville, Tenn.
AU AH MG MO P TR MB JA 'VW

ANSLEY'S GARAGE
3011 West End Ave., Nashville, Tenn.
RE HI ST

TEXAS

NUECES GARAGE
617 N. Water Street, Corpus Christie, Tex.
VW HI

INTERCONTINENTAL MOTORS
2200 Ross Ave., Dallas, Tex.
JA TR

CLARENCE TALLEY AUTO CO.
801 N. Pearl Street, Dallas, Tex.
VW

STERLING DISTRIBUTORS
2200 Ross Ave., Dallas, Tex.
RE

CUSTOM AUTOMOTIVE
2122 N. Pearl St., Dallas, Tex.
P HI

EUROPEAN MOTOR IMPORT CO.
3727 Alameda Ave., El Paso, Tex.

JOHN BULL MOTORS
5844 Alameda US Highway 80, El Paso, Tex.
TR JA MG MO HI

JOHNNY BURGOON
1010 Texas, Fort Worth, Tex.
TR

CONTINENTAL MOTORS, LTD.
1820 Milam Street, Houston, Tex.
P TR VW MB MG MO

HAROLD'S GARAGE INC.
2431 Dustan Rd., Houston, Tex.
HI

SPORTS CARS, INC.
1703 West Gray, Houston, Tex.
HI ST MO MG JA

SPORTS CARS ILLUSTRATED SERVICE DIRECTORY

FRED BERRYHILL IMPORTED CARS
P.O. Box 8, 602 Erskine Rd., Lubbock, Tex.
TR MO MG P JA

WOODS MOTOR CO.
Marshall, Tex.
MO MG

BOB GILBERT MOTORS
210 East Highway, McAllen, Tex.
MO MG

SMITH MOT.-R IMPORTS
1912 Broadway, San Antonio, Tex.
TR JA MO MG MB P

OSDORN MOTORS
2103 Broadway, San Antonio, Tex.
HI ST

INTERCONTINENTAL MOTORS
1042 Milam Bldg., 927 Austin H'wy., San Antonio, Tex.
VV

INMAN MOTOR SALES
645 Franklin, Waco, Tex.
MO MG TR JA

UTAH
SWENSON MOTORS
2151 Wall Avenue, Ogden, Ut.
RE

DUNN AUTO COMPANY
1025 South State St., Salt Lake City, Ut.
HI HU ST TR JA

HUMPHRIES & SON
1243 South Main St., Salt Lake City, Ut.
AU AH

VERMONT
SOUTH END GARAGE
South Main St., Barre, Vt.
AU

K. C. FRENCH GARAGE
West Dummerston, Battleboro, Vt.
AU

ROLAND FISHER INC.
225 Main St., Battleboro, Vt.
MG MO

LIGGET BOSWORTH MOTOR SALES
186 North St., Bennington, Vt.
VV

MARKS FOREIGN MOTORS INC.
439 Main St., Bennington, Vt.
JA P MO MG

CHARLES TAPLIN INC.
51 Elmwood Ave., Burlington, Vt.
MG MD

MAYO'S MOTOR MARY
228 N. Winooski Ave., Burlington, Vt.
AU VW

VILLAGE MOTORS
Routes 2 & 11, Manchester Depot, Vt.
VV

OLIN DE FORGE
1230 N. Main St., Rutland, Vt.
JA MG MO RI

C. H. GROSS CO.
17 Central St., St. Johnsbury, Vt.
MG MO

VIRGINIA

FOREIGN CARS LTD.
2012 Duke St., Alexandria, Va.
JA

MANHATTAN AUTO KAISER FRAZER, INC.
1810 King St., Alexandria, Va.
HI

JOE HEISHMAN'S
3212 Jefferson Davis Highway, Arlington, Va.
HI ST

OLYMPIA MOTORS, INC.
6858 N. Fairfax Drive, Arlington, Va.
MB

JOHN GIFFORD MOTORS
2501 Columbia Pike, Arlington, Va.
TR

HARPER MOTORS, INC.
Preston Ave., at 9th, Chariottesville, Va.
AU AH JA MB MG MD VW HI RO

GREENBERG MOTOR SALES
542 Croghed St., Danville, Va.
MB HI ST

IMPERIAL CAR DISTRIBUTORS, INC.
215 Academy St., Hampton, Va.
MB MB MO AU AH TR HI ST

JAGUARS OF VIRGINIA, INC.
Hampton, Va.
JA

J. P. HUGHES MOTOR CO.
800-814 Commerce, Lynchburg, Va.
HI ST

ATKINS MOTOR CO.
2 Park St., Marion, Va.
TR

E. J. CHARLWOOD
Imperial Motors of Fairfax,
Rte. 105, Route 29, Merrifield, Va.
AU AH JA MG MO HI ST

BLOCKER MOTOR CO.
1000 Granby, Norfolk, Va.
RE

S. HIGGINS FOREIGN CARS INC.
806 Granby St., Norfolk, Va.
HI ST

FOREIGN CAR DISTRIBUTORS, INC.
806 Granby St., Norfolk, Va.
AU AH JA MO MG P

PENNINGTON MOTORAMA
Norfolk, Va.
TR VW

SPORTS CARS, INC.
Oceana, Va.
HI ST

TRAN-SPORT SALES & SERVICE INC.
1010 N. Boulevard, Richmond, Va.
P MG MO VW JA MB AU AH TR HI

HERBERT WEBB BRITISH MOTORS
601 11th St., N. W., Roanoke, Va.
AU AH MO MG MB

MANDOR & GREEN
128 E. Church Ave., Roanoke, Va.
RE

HERDON AUTO IMPORT
Box 95, Verona, Va.
VW TR

COATES MOTOR CO.
21st St. & Pacific Ave., Virginia Beach, Va.
HI ST

P. M. S.
244 W. Lee St., Warrenton, Va.
HI

WHITING MOTOR CO.
1516 Valley Ave., Winchester, Va.
MB

WASHINGTON

BUTTERA & WOODS
Route 2, Box 483, Bothell, Wash.
VV

JOE TROHIMOVICH
1st & G Sts., Aberdeen, Wash.
AU AH MO MG

JURLBUTT MOTORS
2529 Meridian, Bellingham, Wash.
HI VW TR

CONTINENTAL MOTORS
812 Sixth St., Bremerton, Wash.
VV

OLSEN MOTORS SERVICE
2117 Broadway, Everett, Wash.
VV AU AH MO MG

CEDAR COVE MOTORS
Route 4, Port Orchard, Wash.
HI AU AH MO MG

BRITISH CAR SALES OF SEATTLE
501 E. Pike St., Seattle, Wash.
JA HI ST TR

GLENN L. PATON
311 E. Pine, Seattle 22, Wash.
RE

RAVENNA MOTORS
2715 E. 55th St., Seattle, Wash.
AU AH MO MG

ROWLAND MOTORS
517 E. Pike St., Seattle, Wash.
AU AH MO MG

SEATTLE SPORTS CARS, INC.
423 E. Pike St., Seattle, Wash.
VW MB P

SPORTS CAR CENTRE
3400 Empire Way, Seattle, Wash.
VV

VERMONT MOTORS
5701 Roosevelt Way., Seattle 5, Wash.
VV

BRIGHT MOTORS
2104 W. 13th Ave., Spokane, Wash.
P VW

JAREMKO MOTORS
2020 N. Monroe, Spokane, Wash.
TR JA AU AH MO MG HI

WALT BLACK MOTORS
725 State Highway, Sunnyside, Wash.
HI ST

HENDERSON AUTO SALES
7030 S. Tacoma Way, Tacoma, Wash.
VV HI P JA ST MG MO AU AH

IMPORTED MOTOR CARS INC.
7030 S. Tacoma Way, Tacoma, Wash.
TR

CARAWAY MOTORS
213 S. Third Ave., Yakima, Wash.
AU AH MO MG

DAWSON MOTOR CO.
Walla Walla Ave., at Wellington, Walla Walla, Wash.
JA TR AU AH MG MO VW

WEST VIRGINIA

JOHN LUCENTI MOTORS
617 E. Washington St., Charleston, W. Va.
TR JA AU AH MG MO MB HI ST

LEECH K. CRACRAFT
1165 National Rd., Wheeling, W. Va.
TR JA VW MB P AU AH MG MO

WISCONSIN

CHUCK THIEL
579 Lewis St., Burlington, Wis.
MB JA P VW AU AH

A.B.C. MOTOR CO.
180 N. Main St., Fond du Lac, Wis.
TR P JA

VANDEBERG MOTOR SALES
725 Smith St., Green Bay, Wis.
VV

HARDERS SALES & SERVICE
100 W. Eastern Ave., Janesville, Wis.
HI ST

MIDWEST MOTORS
219 Court St., Janesville, Wis.
MG MO TR

VOLKSWAGEN SALES & SERVICE
6038-39th Ave., Kenosha, Wis.
VV P

BRUNS-SHERMAN GARAGE
Sherman Ave., Madison, Wis.
MB VW JA AU AH P MG MO

CONCOURSE MOTORS
3710 N. Oakland, Milwaukee, Wis.
MB P VW

IMPORTERS AUTO SALES CO.
8853 S. 27th St., Milwaukee, Wis.
VV

MILWAUKEE SPORT CAR CO.
1715 N. Cambridge, Milwaukee, Wis.
VV

MILWAUKEE SPORT CAR CO.
1715 N. Cambridge, Milwaukee, Wis.
TR

WISCONSIN AUTO SALES
642 N. 7th St., Milwaukee, Wis.
MB MG MO JA P AU AH HI ST

BEHM MOTORS
520-20th St., Oshkosh, Wis.
MG MO

BUD'S GARAGE
1810 N. Green Bay Rd., Racine, Wis.
TR

H. & H SPORTS CARS, INC.
1756 Taylor Ave., Racine, Wis.
P VW

ROEWARDT-THOMSON, INC.
8th & Clara Ave., Sheboygan, Wis.
VV TR MB AU AH JA MG MO

ELROY W. BRAVER, Braver Motor Sales
Sturgeon Bay, Wis.
AU AH

WOODRUFF BODY WORKS
Woodruff, Wis.
RE

WYOMING

COLISEUM MOTOR CO.
Caspar, Wyoming
TR

AUTO ASSOCIATES
P.O. Box 2091, Cheyenne, Wyoming
TR

GAUFT MOTORS
269 N. Third St., Laramie, Wyoming
TR MG MO

west coast rpm's

BY JIM MOURNING

THE RATHER smug contingent which insists the sports car fad reached its peak and is on the way out is going to be jolted to the tips of its toes if it ever gets a quick squint at next year's tentative schedule for the West Coast. Chillun, they ain't seen nothin' yet!

The California Sports Car Club, odds-on favorite to grab off the Bakersfield and Madera sites next year, has boosted its list of races to eight for the season. The Southern branch of the Sports Car Club of America has two more definitely scheduled events, and another pair of probables. The Northern clan is coming up with a half dozen more. Major rallies are almost a monthly occurrence, and hill climbs, gymkhana and time trials are scratching frantically for a spot on the calendar. Toss in the strong possibility of the dash-for-cash boys popping up in the sports car field and it looks like a busy year, indeed.

With the movement growing like a weed in an un-tended hot house, a question that's been rumbling through the racing groups is becoming more and more persistent. People want to know: what ever happened to the races for production cars?

If the question should blossom forth into the open, of course, sponsoring organizations will spring to the fore, reams of old programs in their hands, and point to such quaint items as "Production cars under 1500 cc," "Production cars over 1500 cc," and "Production MG race." This is all very fine, but competitors point out in return that this doesn't jibe with the assertions of a thoroughly competent and experienced official who bluntly states that "anywhere from 40 to 60 per cent of the cars entered in any production race are modified to some extent, some so greatly that they produce more horsepower than cars in a higher class which are running unmodified."

Evidence that trouble is clobbering up on this score can be found in the protests which are being filed more frequently and more vehemently at each event. One club got around this problem by simply refusing to honor any official protests at one of their races. Another, apparently more conscientious, regularly tears down three, four and as many as five cars during each week-end of dicing.

Sponsoring officials, when queried on the matter, have taken the attitude that if the drivers want the field cleaned up, let them file their protests. Many competitors mistakenly feel this is a sign of poor sportsmanship and refuse to do so even when they have the necessary time and money, overlooking the fact that regulation skirters aren't exactly noble examples of the true sportsman. They feel it's up to the clubs to give them a fair shake for their entry fee.

One of the West Coast's favorite dreams, that of having a racing circuit to equal Watkins Glen, vanished like a puff of exhaust smoke when Loren Tupper sold his Agoura property to a sub-divider. The proposed circuit, which had already been graded, died for lack of financial backing to pave it.

With its demise, the rumors began flying thick, fast and erroneously to the effect that the Singer Owners' Club's annual hill climb, run on a portion of the track last year, was now mere history.

Jack Crosby, dynamic little SOC prexy, immediately refuted the rumor, stating that not only would the climb be held, at a site not yet determined, but that the club would combine its talent with that of the Tri-County MG Club

this spring to take a shot at national prominence at the latter club's regular site in Ventura, California.

Running true to form, another month brought another major rally, this time a bit of toolie touring called the Rally D'Oro, sponsored by the Santa Monica chapter of the Four Cylinder Club of America. Club officials claim that the entry list of 232 cars is a new U.S. record for this type of motoring sport.

This eight hour affair showed local rally enthusiasts a new twist when it utilized four starting points, each using a different starting time so that the dutiful lads and lassies on the first check point wouldn't be lost under a welter of rumbling cars and howling competitors.

The chap with the big grin and the Jaguar was H. J. Brode, whose mere 24-second error gave him the privilege of toting home the big hardware. Panting close on his tailpipes was Bill De Priest in a TR-2 with a 26-second error. Third place brass went to Ken Dowson in an MG TD who sported a highly presentable 35-second boner.

Getting so a man can't even slow down to fill his quota of pedestrians without losing a rally.

Al Wintringham's Reno Rally added another page to local motoring history. And a rather unique page it was.

Actually not a rally, this affair attracts upwards of 400 entrants, all of whom gather at the Nevada border to be escorted into Reno, full bore, behind Police cars with sirens screaming.

Added inducements for the aficionados are such delectable door prizes as \$100 bills, magnums of champagne, cases of oil and other choice items, a list of which would easily fill this page.

In reality, the whole affair is the biggest excuse ever perpetrated for motoring enthusiasts to get together and swap tales, details and tall stories.

CAM CLATTER: Hottest rumor of the month is that Bill White, the guiding hand behind local attempts at pro sports car racing, has been retained by the local SCCA chapter to act as a race co-ordinator . . . Dick Van Ostin, noted automotive writer, editor and aficionado, back from Europe just in time to announce at Sunday's races at Santa Barbara . . . Latest one-of-a-kind car club is the Austin-Healey Owners Club . . . Carroll Shelby off to Venezuela for the grand prix, then to Europe . . . Northern region SCCA now licensing competent women drivers to race with the males of the species . . . Darwin Maxson grabbed off the two Maseratis used in "The Racers" and plans to put them into action locally . . . The new Aceca stirred up great excitement at Santa Barbara despite being mistaken for everything from an Alfa Romeo to a Cisitalia . . . Interesting and generally unnoted sidelight of the Torrey Pines hassle was the fact that Bob Oker not only powered the Savin & Son Morgan to a second in class on Saturday, but moved up because of lack of competition on Sunday, grabbing a third in class D . . . Sports car racing fans who have long cast covetous eyes at the defunct horse race track in Las Vegas can stop dreaming about using it as a kick-off point for a road racing circuit in that area. Stock car racing has now taken over . . . A rather unique type of club is struggling through an organization period and hopes to appear as the Renault Rabbit Chasing Club. A large number of these little French cars are being used for night hunting in this area . . . Until next time—here's smoke in your exhaust. #

tyro topics

all about tuning

SOME acceleration can occur even with an engine that's falling apart. But it's no fun. Leaping away from a stop, or pulling out of the pack gives us a kick only when we hear the solid, healthy sound of the finely tuned motor. Tuning can be done by a professional mechanic, but for that extra loving care and extra surge of pride when your bucket whacks your spine, you should get out and get under for yourself. Also, there's the money angle. Chances are you've already spent more than you'd like on the car. Save by spending some initial money for tools, and some occasional time. The power will be worth it.

First note our inset below on tools, then, with a systematic procedure, begin . . .

Remove the battery terminal connections. This is done by loosening the nut on the cable lug with a wrench of the proper size selected from combination wrench set. If a cable lug is corroded fast to the battery terminal, spread the cable lug with a screwdriver, and twist the cable off the terminal. With the battery cable-and-terminal tool, scrape the corrosion from around the battery terminals. With the reamer of this tool, scrape the inside of the cable lugs. Using the wire brush, brush the metal ground strap clean. Replace the cables on the terminals and tighten them. Next, follow the ground strap to its other end, remove the bolt holding it, and brush both the end and the point of contact. Replace it, making the bolt tight. A little distributor grease on these terminals will keep the corrosion to a minimum, and insure proper charging of the battery when the engine is running.

Tighten all the connections to the voltage regulator, which is mounted on the fire-wall, with a medium sized screwdriver.

Using the piece of chalk, mark a line on the side of the distributor from the base to the top. This line should be fairly straight as it will aid in replacing the distributor cap later on. Now, remove the distributor cap from the distributor body by placing the medium screwdriver between the top of the clips holding the cap, and the cap. Twist the screwdriver gently, the clips will fall away. Lift the cap off, and turn it up-side-down to examine for any cracks. If the cap is cracked, it should be replaced immediately. Do not, under any circumstances, remove or pull the wires out of the cap.

Now notice in which direction the rotor is pointing. The point being the metal tip. The rotor is the hard rubber piece with the metal fastened to it sitting in the center of the distributor. Pull the rotor straight up from the distributor, and place it in the cigar box. Under the rotor there is a cam which opens and closes the contact points. The cam is either four sided or six sided depending on the number of cylinders in the engine. Smear a very little bit of distributor grease on all sides of this cam. Examine the contact points by separating them with the screwdriver. A gray discoloration on the points is a good sign. Do not dis-

Tool list: Deduct whatever tools you have in your sports car tool kit. Prices vary with local. *Witworth wrenches fit only British cars. (Popular sizes: 3/16, 1/4, 5/16, 3/8, 7/16.) Metric fit the European cars. (Sizes: 10mm, 11mm, 12mm, 13mm, 14mm. Witworth and Metric prices are about same.)

Battery terminal and cable tool for cleaning.....	1.98
Automotive wire gap gauge for spark plug gap.....	.49
Feeler gauge.....	.49

turb them further! If, however, the points show pit marks or a blue discoloration from burning, then it is time to have them changed. For this operation, a competent garage is recommended. The points on your machine have a critical setting, and should only be adjusted with the aid of a tach-dwell machine. This tach-dwell machine measures the time lapse between the opening and closing of the points electrically. Feeler gauges for the points are a thing of the past. With the small oil can place one drop of oil at the pivot point of the contact arm. This will allow it to move freely when making and breaking contact. Place a few drops of oil in the small hole on top of the cam. This oil will lubricate the spindle inside the distributor. Now, replace the rotor by placing it on the cam in the same position you took it off. Be sure it goes down on the cam as far as possible. Take the distributor cap, wipe it out with a soft clean rag, and place it on the distributor so that the chalk marks, made earlier, correspond with each other. The clips, which hold the cap on the distributor body, are made of spring steel, and are slightly curved for tension. Place the clip on the distributor cap catch, and press it in the middle of the curve. This will expand the clip, and it will clamp onto the cap with ease.

Next, remove the high tension wires from the spark plugs, and leave them hanging near their respective plugs. With the ferret ratchet, three inch extension, and deep spark plug socket, loosen the spark plugs about three turns. Now, take the round, long haired brush, and brush around the bottom of the spark plugs. This will remove any dirt or dust particles which may have accumulated in the spark plug wells. The spark plugs may now be removed completely, and put into the cigar box. Be sure the spark plug gaskets are not left in the wells.

When taking a compression test, it is more convenient to have someone who can help push the starter and hold the accelerator wide open. However, if the little woman is busy with her own chores, and all your friends have suddenly remembered previous engagements, you will have to do it alone. If, in order to crank the engine with the starter, the ignition key must be in the "on" position, then the first step is to remove the distributor cap again. If the starter will crank without turning the key on, then you can leave the distributor cap on. This is mainly a precaution. Cranking the engine without the spark plugs, pushes the highly inflammable gas and air mixture out of the spark plug holes. With the ignition turned on, a spark jumping from the hanging high tension wires to the engine block may ignite this combustible mixture, and injury or damage may result. If in doubt, remove the cap! Next, open the throttles of the carburetors wide by pushing the throttle linkage toward the front or rear of the automobile. If the linkage moves forward to open the throttle, insert the screwdriver between the throttle arm and the front of the first carburetor. If it moves to the rear, place the screw-

Ferret size deep spark plug socket.....	1.10	Ignition file.....	.15
Ferret size three inch extension for ratchet.....	1.15	Wire brush.....	.89
Ferret size ratchet.....	4.95	Airsyn for adjusting dual carburetors 11.75.....	14.00
Whitworth or metric size combination wrenches*.....	7.75		
Compression gauge.....	5.25	Total	\$44.19
Timing light (small two wire lead).....	4.19		
Screwdriver set (3).....	.75		
Oil can for light machine oil.....	.30		
A round soft, long haired brush (#2).....	.75		

Incidentals: a new set of spark plugs, a can of distributor grease, light machine oil in the small can, a cigar box, a piece of chalk, a piece of emery cloth, a one inch bolt 1/4 inch in diameter, and a rag for wiping the hands.

BY PROKINE AND PROKOFF

driver between the throttle arm and the back of the first carburetor. This will keep both carburetors wide open for an accurate compression test. Now follow the covered, heavy gauge wire from the battery terminal to the solenoid. This is the first connection from the battery. Under the solenoid is a button, which when depressed will crank the engine. Insert the rubber tip of the compression gauge into the first spark plug hole, hold it very tightly and depress the solenoid button. Allow the engine to turn over four times. You will be able to tell the number of revolutions by the peculiar sound made by the piston compressing the air into the gauge. Note the reading on the gauge, and record it on the side of the engine compartment with the chalk. Repeat this for all the cylinders. If a variation of ten pounds is exceeded on any one cylinder, it is an indication of either sticky or burnt valves. A reading of over 130 pounds, even for a high compression head, indicates a carbon deposit on the head, and a carbon and valve job is recommended. If all the readings are below 100 pounds, then a loss of compression is evidenced, and an engine over-haul may be needed; depending on how oil is used in driving.

In the owner's manual, you will find the correct setting for spark plug electrodes. Select this setting on the wire gap gauge, and begin gapping the plugs. If the wire gauge passes between the electrodes without some resistance, then the gap is too wide. If the electrode will not allow it to pass, then the gap is too narrow. With the electrode bender provided on the gauge, bend the electrode coming from the spark plug body toward the electrode partially covered by the insulation. Bend very slightly and very slowly, and keep checking the gap with the gap wire. The gap will be correct when there is a slight tension on the wire gap gauge as it passes between the electrodes. When all the new plugs are gapped place them in the spark plug holes and tighten them in. Replace the high tension wires, and replace the distributor cap. Remove the screwdriver from the carburetor. The plugs which have just been removed can be taken to a service station and sand blasted clean. Because sand blasting does not remove carbon from the underside of the protuding electrode, it will be necessary to run the ignition file between the gap. With the gap wire gauge, set the gaps of the spark plugs. They will then be ready for use at the next tune-up.

Start the engine, and at idle speed allow it to warm thoroughly. When the engine has reached normal operating temperature, shut it off. An engine must idle at a steady rpm in order to set the timing properly. This is the reason for warming up the engine.

Timing marks are located either on the flywheel at the rear of the engine or on the crankshaft pulley at the front of the engine. To determine whether the timing mark is on the pulley at the front of the engine or at the rear on the flywheel, examine the clutch housing. If there is a small

opening in the clutch housing, then the timing will likely be set from here. This opening will have a small pointer set in it. However, if you do not locate an opening either on the right side or the left side of the clutch housing, then the timing will set from the front of the engine. The lowest pulley around which the fan belt rides is the crankshaft pulley. Just above this crankshaft pulley, either slightly to the left or to the right, there will be protruding from the engine a pointed metal indicator. This indicator or pointer is the guide by which the timing marks are set. Wherever it is, front or rear, flywheel or pulley, the procedure is exactly the same.

Crank the engine with the crank handle, starter or fan belt until the lines on the flywheel or pulley come into view opposite the pointer. Notice one line is longer than the others. This line indicates top dead center of the number one piston, and timing adjustments are made by the position of this line in relation to the pointer. The smaller parallel lines denote the degrees of advance or retard, and it is with these lines with which we are concerned. Because sports car owners are usually running with high compression, and often using premium gasoline, the spark must be set at an advance position in order to obtain maximum efficiency, and acceleration. Now, if the pointer or opening is on the right side of the engine, flywheel or pulley, it doesn't matter, with the chalk, mark the second short line *above* the long center line. If the pointer or opening is on the left side of the engine, mark the second short line *below* the long center line. (Actually, the same line is marked for both sides, but on the left it appears below the center line, and on the right it appears above the center line.) This second short line from the center will be about a four degree advance. Leave the flywheel or pulley mark opposite the pointer.

Again, according to the manufacturer, the number one cylinder will be either at the rear of the engine, close to the fire-wall or at the front of the engine near the radiator. To determine which is number one cylinder, remove the distributor cap and note the position of the tip of the rotor. Keeping this position in mind, replace the distributor cap and determine which high tension wire the rotor would be pointing. Trace this wire to the spark plug. It should lead either to the cylinder furthest from the radiator or to the cylinder nearest to the radiator. Remove the high tension wire from this plug, and insert the one inch long, $\frac{3}{4}$ diameter bolt into the cap at the end of the high tension wire. To this bolt, clip the red lead of the timing light, and to the spark plug clip the black lead.

Start the engine. You will notice that the timing light flashes intermittently. This flashing is synchronized with the timing mark on the flywheel or pulley. Point the timing light at the metal timing indicator. As the chalk mark passes the indicator, it will be illuminated by the timing

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Tyro Topics

(Continued from page 59)

not in direct line with each other, then the distributor must be adjusted. The Lucas distributors usually have a micrometer adjustment attached to them. Turn this adjustment knob clockwise or counterclockwise until the illuminated chalk mark is in direct line with the pointer. For distributors which do not have the micrometer adjustment, there is a bolt which fastens them to the engine block. When loosened, this bolt allows the distributor to turn. With the box end of the right size combination wrench, unfasten this bolt, and rotate the entire distributor clockwise or counterclockwise until the illuminated mark appears even with the pointer. Holding the distributor steady in this position, tighten the bolt. The timing is now set to four degrees advance. Turn off the engine! Remove the timing light from the spark plug, and remove the bolt from the cap of the high tension wire, and replace the wire on the spark plug.

In order to keep the flow of fuel and air to the cylinders equal, the carburetor throttle valves must be synchronized. This once complex procedure, which at best was only approximate, is now made simple, and more precise by the use of an instrument called "Airsyn". It is nothing more than a U shaped glass tube, containing a colored liquid, mounted to a line graduation chart, and connected by rubber hoses to two matched bushings which fit into the carburetor air inlets. The air rushing into the carburetors causes a slight vacuum in the hoses. If the vacuum in the hoses is equal, the liquid in the glass U tube remains at its own level. But, if the vacuum in one carb is greater than in the other, then the pressure will force the liquid to move

toward the hose with greater the suction. This means that some cylinders are being fed more gas and air than others, thereby causing an unbalance of power within the engine.

The use of the airsyn is simple. Start the engine, and again let it warm to normal operating temperature. Note the idling rpm on the tachometer. Remove the air cleaners from the carburetors. Press and slightly twist the airsyn bushings into the carburetor air inlets while the engine is idling. (Under 1,000 rpm). On the throttle shaft between the two carburetors, loosen one of the small screw clamps. This will enable independent adjustment of the throttles. Locate the throttle adjusting screw on the throttle arm of the carburetor. Turn one screw and then the other, a half turn at a time, until the engine is at its correct idling speed. (The correct idling speed should be found in the owner's manual). A clockwise turn of these screws will increase the idle. A counter-clockwise turn will decrease the idle. When correct idling is achieved, turn the throttle stop screw on the front carburetor until the liquid level in the front monometer tube is one graduation above that of the rear tube. Tighten the clamp on the throttle shaft. By hand move the accelerator linkage to increase the speed 100-200 rpm above idling. The liquid levels in the monometer tubes should then remain at the same graduation mark. Remove the airsyn by gently pulling out the bushings, and replace the air cleaners.

You've tuned your engine. Try it out on the highway and feel that extra smoothness in acceleration, and feel, too, that extra surge of pride because you've done it yourself.

#

Prelude to Competition

(Continued from page 44)

will be glad to help.

There is an absolute maximum speed to enter any corner. To go in faster simply creates confusion and hazards and at best slows you up. Although it is quite true that there are plenty of times that a controlled drift is what you will want to do and will need to do, forget this in the beginning. For the beginner one can say that time spent going sideways is time in which one could very well be going forward. Indeed, this applies even to experienced drivers in many instances.

The best way to find where to "shut off" for a corner is to pick a landmark at a point you think is suitable. If you do not have a real talent for speed judgement, give yourself a break, and pick a point sufficiently far removed from the corner so that you do not begin your practice with a spin. This last while sometimes exhilarating, and often spectacular to watch—can be quite painful, is always embarrassing, and can severely bend your car.

If the point you choose is still slightly to close, you will know it because shutting off and getting changed down will be too tough a chore for the time and distance you have left. In which case move the point back and try again. The simplest method is to start sufficiently far back so as to be able to smoothly and systematically work this point forward toward the corner until exactly the correct time

and distance for your braking and shifting remains, and no more. Only don't pick a cow or a man with a green shirt for a shut off point.

If you are following the correct line, braking in the right places, changing gear at the proper time, and your mount is "cracking," you will be turning good lap times.

Probably the two factors which more often separate drivers of equal gift but different experience are: (1) the often misunderstood art of braking, and (2) the mastery of the drift. We will treat neither here except to mention the need for subtle, smooth, and deft handling of the car and its controls. Try never to throw the car around, but urge it in the path in which it should go. As an axiom, most flyers for instance will tell you that no movement of the controls should be abrupt, but rather an imperceptible flowing of motion. To indicate how true this is, and how generally it applies to sports car racing, stop and think of most of the really fast guys, here and abroad. They are real slick, they sit back and one gets the impression they are out for a Sunday's drive. Their pattern is smooth and steady and even when they are in a hurry, you can set your watch on them.

You have much learning, practicing, and watching to do on the way to becoming a master, but you will be well advised if you strive above all to attain a smooth and relaxed style.

#

CANTA

(Continued from page 29)

These prize-winning cars are the product of three work shops, scattered across Turin, where sheet metal is transformed into glistening coachwork via the drawing board and the hammer. Franco Canta, after conceiving the idea for this latest model presented his designers with rough sketches to be developed into more exacting plans with dimensions carefully marked. In the first workshop a wooden silhouette was fashioned from these plans and built to the measurements of the finished product. Eventually the plans were moved to the second workshop, where, after many careful changes, a three dimensional model was built, also to scale. Then sheet metal was hammered on piece by piece. At last the segments, numerous enough to assemble into the whole body, were welded together and attached to the chassis. The nearly completed Canta was then moved to the third workshop where finishing touches were applied—paint, upholstery, wiring—and within three months Franco Canta saw his dream running. His "American line" had been carried from the drawing board to the road for its trial run.

With these three, creative months completed, other cars of the same model can now be turned out for delivery within one month after the order has been placed. The company builds 120 cars a year, some on chassis from Lancia, Alfa Romeo, Ferrari, Maserati, Mercedes, and 24 others. These "Baby Studebakers" have been sent to customers as far away as South America . . . twelve are proudly cruising the streets of Caracas, Venezuela. As for the United States . . . none have been sold in the country where the large expensive product, designed by Raymond Lowey roams the streets. There would be an interesting battle to watch, and perhaps in which to participate, if the body with the blue and white shield would make its appearance on our roads.

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About Sports Cars

by Dave Ash

LAST SPRING, with our racing cup brimming over, we could hardly have foreseen the calamities that have befallen Grand Prix racing. After the Le Mans catastrophe, one major race after the other was cancelled until finally there was only Monza, and a few others. An accident of the enormity of that which occurred at Le Mans is so shocking as to impose some pretty weighty problems on everyone connected with the sport.

The reactions have been varied, but have in most cases been consistent in that they have been hysterical. From time to time, an airliner or train cracks up and dozens of people perish. An occasional ship breaks up at sea and lives are lost. No one bans shipping, nor do they stop air travel. Investigate the causes—by all means. Ban any dangerous cause—without question; but to simply depart from our reason just doesn't make sense.

By this time, the French, Swiss, German, and Spanish Grand Prix have all been cancelled, and we can see little reason for these actions. There is, without any argument, a gulf of sadness in the hearts of all for those who perished at Le Mans, but aside from the destruction of motor racing, no earthly purpose is being served by this continental display of nerves.

No precaution should be spared in the future to try and make our racing safer. Certainly there are a few alterations needed promptly. Let's make the corrections and go on, but no matter what—let's go on! Motor racing as such has always been a vital contribution to real motor car progress, and it always will be. That it is the king of sports, we who know and love it, are certain.

The problems of big league racing have been booted around the British and European journals pretty thoroughly. Obviously we need some changes. Le Mans itself needs a more religious interpretation of the word "prototype". Rarely have any of the serious competitors in the last years conformed to the spirit of the law. In general GP racing needs a change to pump fuels. The gulf between the dope engine and sports car mill is so vast now as to render comparisons pointless. Grand Prix racing periodically organizes itself to death. They are once again at the traveling workshop stage. Mercedes is back to taking track temperatures to gauge tire wear, and it reminds one of the Alfa boys and their Weber carburetor experts who would take one last reading of temperature and humidity and then smack in the right jets, which they would fish out of a box containing several hundred different sizes.

We also need a power-weight rule. We need a minimum weight rule and need these badly.

But most of all we need some clearheaded thinking. GP racing, and sports car racing too is a mighty safe endeavor compared to most anything. More people get killed going down cellar steps than Carter makes liver pills each year, and nobody, but nobody says don't go down the cellar steps. Some folks are interested enough to say, please be careful. More children are killed in automobile accidents each year in the US than by any other means, and you can still get a drivers license by mail in more than just a few states in the Union.

Racing somehow enjoys that unfortunate role of being spectacular, and in the US, in particular cases, has fallen into the clutches of promoters of the carnival temperament,

and in this atmosphere the cry for blood is often too acrid even for strong stomachs.

Sports Car racing in this country has fared pretty well. There have been few fatalities and control has improved constantly, but up 'till now we've been lucky. Our only long term hope must incorporate meticulous driver inspection, and qualification control. Production category should be stressed and carefully enforced. We badly need a timers, scorers, and flagmen's association to give these unsung heroes the recognition they deserve. In almost all cases they are underpaid, abused and worst—unpraised. But without a doubt, the answer to real success in keeping our racing alive is to nourish our production category racing and keep it healthy. One thing this phase of activity desperately needs is plain ordinary law enforcement. One simple answer is to automatically check the first three or four cars. It's no big deal, and it could save our racing for us.

We note with more than casual interest that the great majority of domestic motor cars are now being offered with power steering. I am certain that it will incur little ill will to note further that almost all of these units have serious faults, particularly at moderate to high speeds. One can grasp the need for power steering in the large domestic vehicle for parking purposes, but why it is not set up to cut out over ten or fifteen miles per hour continues to be a mystery.

In reading through the accounts of the Goodwood Nine Hour Race and the impressive Aston Martin win (for the third time in a row), the importance of efficient pit crew operation becomes apparent. The vital role of the pit crew, which is missing in the sprint event, is almost as much a part of the race as the driving in the longer event. At Goodwood the winning Astons came to the pits four times in nine hours as routine. Each time they took four new wheels and tires and three times they were refueled as well. Best pit stop was 1:27.

A friend of mine who has to remain nameless but who is fortunate enough to own one of the most truly thoroughbred sports cars manufactured anywhere, was driving home a while ago over a particularly sneaky bit of country road near where we live. Motoring with some rapidity, he slid 'round a corner to discover that some thoughtless dump truck had spilled a considerable quantity of sand.

My friend is both a highly competent driver and the owner of a small toupee which he wears for reasons that are unimportant to this rendition, and unrelated to each other. I mention this only as relevant background.

When his small and spirited coupe drifted over the rise in the aforementioned turn, it promptly revolved. Not once, but twice.

As I said before, this fellow is a pretty experienced driver, but this was his first time around in any car, and when he told me about it he was visibly shaken. He related in detail what happened, not only when he spun around it, but what happened just before it went around. Rarely in my relationships with ranking racing drivers have I ever met a more forthright statement as his. Quoth he: "I was so scared, all my hair stood straight up—even my false hair!" #

with the clubs

A HEAVY rain earlier in the day failed to wash out the Woodstock Motor Club's Car Capers and Concours at Woodstock, New York. More than 500 spectators turned out to watch several dozen cars wade through a quagmire of mud in the gymkhana after a fine concours.

The concours was the first event on the twin bill. H. Humphries' MG-TF won the production sports class, followed by B. Philips' XK120 Jag and J. Track's Porsche coupe. F. Wheeler's Crosley special won the custom class, followed by J. Witherspoon's 1932 Ford special and E. Soltis' Crosley Super Sports. In the domestic & touring category, winners were G. Opitz' 1932 Auburn Phaeton, F. Stark's Bentley sedan and H. Denhard's Auburn sedan in that order. Ann Gardner's Hupmobile Roadster took the Vintage class with Gus Lovy's 1924 Model T tourer and Ed Gardner's 1927 Model T sedan close behind. C. Lyons, Jr., won the Antique class with a 1908 Sears.

In the muddy gymkhana, P. Hazell and J. Clark teamed up in an XK120 Jag to win in the over-100 inch, wheelbase division. Ray Krom's Volkswagen plowed through to victory in the under-100 inch wheelbase category. Team trophy was captured by the Empire Motor Club of Troy, New York.

All in all, a fine event, despite the sticky ground conditions.

* * *

The Long Island Sports Car Association's Third Annual Night Owl Rally was a hooting success. After a careful safety inspection, 83 cars lined up and the first started out at exactly 6 p.m. on Saturday, July 30. After 350 grueling miles and 13 tired hours later, 79 cars representing 14 different clubs had finished.

After a fine victory breakfast at the Nutmeg Inn, Brookfield Center, Conn., the winners were announced and trophies awarded. Leo Rizzo and Hans Kohler of LISCA had teamed up in an XK120 Jag to take first place over-all with only 188 point penalties. Bob Meyer and Moe Carroll made up a 30-minute loss along the route to finish second over-all, also in an XK120, with 190 points. Third place finishers were Galen Wentworth and Dana Freeman in an Austin-Healey with 218 points.

The New York Region of SCCA took first place team award, with two LISCA teams finishing second and third. The best Jaguar award naturally went to Rizzo and Kohler. Other special award winners were: Howard and Reed Grundy, best Porsche; Bill Baldwin and John Harrison, best MG; Bob White and Ed Lays, best VW; Walter and Kathy Lohmeyer, best Austin-Healey; Marilyn and Warren Smith, best TR2; Bob and Anna Lanka, best Rootes car (Alpine); Bill Berge and Joe Fletcher, best American car (Thunderbird); Adele Goldsmith and Martha Elliot, best all-girl entry; James and Wanda Gilbert, best husband-and-wife entry; and Bob Martin, traveling from the furthest distance to enter (from New Mexico).

* * *

The Motor Sports Club of America's Baltimore Region held its first annual Fantasia di Mille Miglia Rallye on a sunny Sunday in August. After a little explanation to the gendarmes who stopped the first few cars, and after some slight confusion over the scoring at the end of the run, the team of Bartholemee & Bartholemee in a Thunderbird came out in first place.

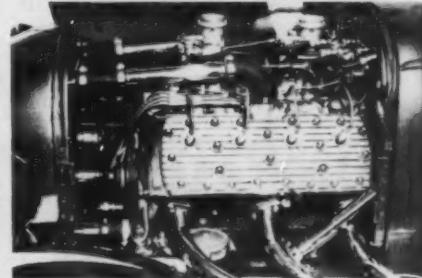
American cars took the first two places, it seems, since the team of Matson & Gallop in a Corvette took second place. Both the T-Bird and the Corvette finished with exactly the same number of point penalties, but the Bartholemees won top spot on a technicality. Ray and Mary Goldschmidt in a Jag won third place, followed by the team of Thomas & Hyatt in a Hillman and the team of Rathko & Yule in an MG-TD.

The third place finish by the Goldschmidts, incidentally puts them on top in the club's point award totals. Ray now has 152, Mary 141.

* * *

The Jersey Sports Car Club's All-Night Rally, held on August 27, started off in a bit of confusion. All entrants were required to bring along bathing suits "for technical inspection." Turned out the rally was originally intended

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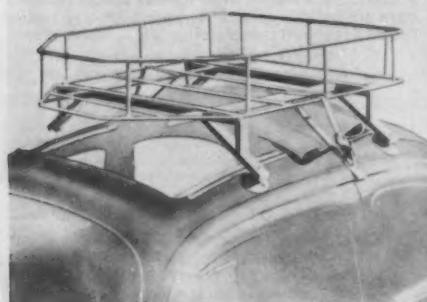
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with the clubs

to end up at a lake where the entrants could take a dip before breakfast!

This was one event where club members manning check points seemed to have more trouble than the entrants. The first check point was situated in an orchard; the owner of the orchard, however, had other ideas and had the checking team evicted at the point of a shotgun!

Because it was an all-night run, several mandatory stops of 20 minutes were required to let the drivers rest up. At the midnight stop in Middleton, Conn., local inhabitants seemed to pour out of their houses to see what was going on.

The 29 cars entered covered fast highways and slow bridle paths, dense forests and even part of a military reservation. By Sunday morning, as the finishers pulled into the finish line in Union, N. J., many of the cars were decorated with mud, blueberry bushes, etc.

Pat Reiss and Tom Decker in an MG-TD won over-all first place with only 175 penalty points. Jack Cronin & George Grenke in another TD took second place with 344 points. Henry Kantor and David Stevens in an Austin-Healey captured third place with 360 points.

While these three winners got handsome engraved trophy cups and dashboard plaques, a booby prize was also awarded. This went to G. Harry Cusak III who brought his Volkswagen home with no less than 4810 points. His prize: a big box of S.O.S. flares!

If your club has ever had trouble with the police on one of your rallies, you'll probably turn green with envy at the experience of the Jaguar Owners Association. Earlier this year, the group held a Canadian Capers weekend, starting off with a rally from Montreal to Quebec, a cocktail party in the office of Quebec's mayor, a dinner followed by automotive films and the next day a modest gymkhana. Everywhere the club went, they got a royal welcome from the police and city officials—including a police motorcycle escort whenever they traveled anywhere in a caravan!

Thunderbird owners are evidently not to be outdone when it comes to forming a club. The Thunderbird Owners Club of America has been organized in New York City; annual dues of \$15 includes a membership card, badge, lapel pin, windshield decal and a magazine subscription. Interested T-Bird owners should write to TOCA, Room 1538, 30 Rockefeller Plaza, New York City.

While the Jersey Four Cylinder Club's third annual Fall Foliage Rally had to be postponed a week due to the rain and flood, the results will be posted here next issue. The club is still talking about its Do-It-Yourself Rally earlier this year, one of the most successful events the JFCC has run this year.

The 21 entrants started out with a list of cities, including their ultimate destination. They had to map out for themselves the shortest route to their destination, a route that hit each of the cities on the list. To prove they'd been in each city, they had to answer a question (Who's name is on the big monument? What's the name of the laundry next to the supermarket?)

Harold Cannon, with Mrs. Cannon navigating, finished first in their VW. Second in a Ford Consul was Ed Spreen and Lois Herforth, followed by Mr. & Mrs. Mayer in an MG. Don McDonnell in his Porsche finished last, thanks to a broken speedometer cable.

Since the rally involved no time element, one husband-and-wife entry in a VW stopped at a friend's house along the route. While they were there, the friend asked the driver to drive him to the store in the VW to get some bread. After driving two miles to the store and back, the driver remembered with horror that his odometer reading would be recorded at the end of the rally. However the friend signed a sworn statement that the extra four miles was a "side trip for bread." The entry committee generously accepted the statement, and there was no protest—since the VW finished 17th anyway.

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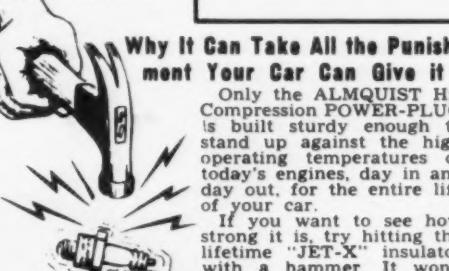
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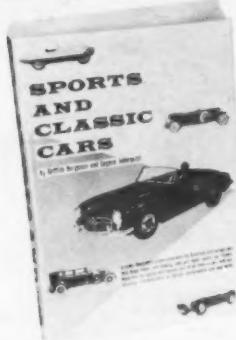
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